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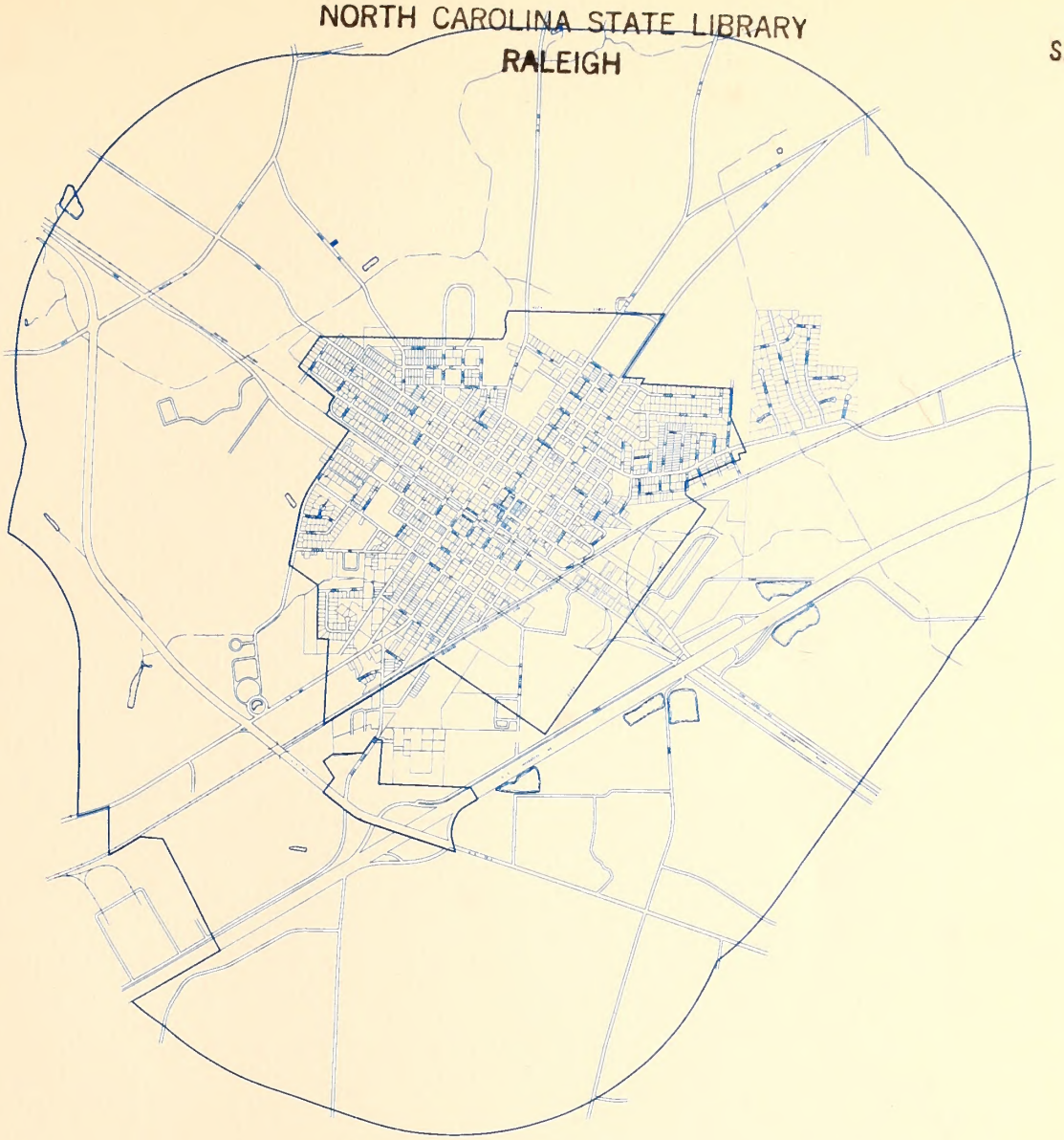

UPDATED

LAND USE SURVEY AND LAND DEVELOPMENT PLAN

SELMA NORTH CAROLINA

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SELMA NORTH CAROLINA

[1977]

At a scheduled meeting of the Selma City Council on December 21, 1976 the enclosed Land Use Survey and Development Plan Update for Selma, North Carolina was adopted by resolution--the motion having been made by councilman Johnson and seconded by councilman Moore. The vote was unanimous.

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I. Introduction

In 1971, a report entitled Land Use Survey Update and Land Development Plan was prepared for the Town of Selma. Other recent and useful reports that were beneficial in preparing this document were a 1976 Community Facilities Plan, a 1976 Community Development application, and a 1974 Triangle J Inventory and Atlas.

Over the years, numerous changes have occurred. Such events as statellite annexations, community development funds, and an increasing manufacturing base have all had an impact on land uses within the community, both for the present and future.

To help visualize the implications of these and other changes and formulate plans to ensure the timely and orderly conversion and development of land in and around Selma will be the major objectives of this report. The successful implementation of many of the ensuing recommendations becomes a necessary first step to help the community achieve its objectives.

A. Regional Setting

The Town of Selma occupies 1088.9 acres (1.70 square miles) of land slightly north and east of the approximate center of Johnston County. The county itself is located in the mid-central section of North Carolina approximately sixteen (16) miles southeast of Raleigh, the state capitol. Seventeen (17) townships and ten (10) communities--the largest of which is Smithfield, the county seat--comprise the 795 square mile area of this predominantly agricultural entity.

B. History

This portion of what was then Craven County was initially settled by the Ulster Scots, and later by the English. By 1746, the county was formed. Relying heavily upon its fertile soil, agriculture became the dominant means of livilihood. By 1900 though, the farmers had begun a transition toward cash crop farming by increasing emphasis on tobacco. By the early 1970s, according to available statistics, tobacco had grown to be the number one agricultural product in the economy of Johnston County.

Events leading to the creation of Selma were closely tied to the agricultural growth of Johnston County. With two million dollars ($2,000,000.00) from the General Assembly and one million ($1,000,000.00) from the citizens of the State, a railroad would be built from Charlotte to Greensboro to Raleigh where it would connect with the Raleigh and Gaston Road leading to Goldsboro. Begun in the late 1840s and completed in 1856, the line greatly facilitated the egress of agricultural produce from the county and the ingress of much needed supplies from other areas. On this section of track between Raleigh and Goldsboro, the Town of Selma was born.

The new railroad crossed the old Louisburg to Smithfield stage road at a point about a mile and a half west of what is now Selma. At this point--to be known as Mitchener's Station--farmers gathered to receive, send, and sell goods.

In the fall of 1866, Col. John W. Sharpe (or Sharp), a Confederate veteran, became interested in locating a town at the station. However, due to delays experienced in trying to purchase some of the Mitchener land, Col. Sharpe purchased between fifty (50) and two hundred (200) acres south of the station from a Mr. Daniel Sellers. In choosing the new location, one story has it that the small railway house was loaded onto a flat car, given a good shove, and where it stopped, Selma grew up.[1]

The newly purchased property was platted, and on May 1, 1967, these lots were sold. The initial idea of naming the town Sharpsburg was vetoed by Col. Sharp (who had fought there during the War Between the States); he then suggested the name of Selma (Selma, Alabama was where he had been born). The new residents eagerly agreed and thus was born the present Town of Selma.

By the turn of the century, the Atlantic Coastline Railroad had built a north-south route from Rocky Mount, North Carolina to Florence, South Carolina which intersected with the Southern Railway in Selma. With its repair shops and a refueling station, Selma became a vital rail facility for both companies. These ideal rail connections proved most beneficial to farmers anxious to send out their produce and receive supplies.

Around this time, the Selma Cotton Mill (now Griggs Equipment Company) and the Ethel Cotton Mill (no longer in operation) chose sites just west of town while the Lizzie Cotton Mill (now Eastern Manufacturing Company) chose a site just beyond the northeastern limits. Companies like this had already begun to journey south where lower taxes were but one of several apparent advantages.

By 1911, a number of new industries including a lumber company, an agricultural chemical company, and a cotton oil company had located in Selma. The U. S. Census population of Selma by 1910 was 1331.

Many of the settlements initially outside of town had been annexed by 1923 and the town population had grown to an estimated 1600. At this point, Selma began to experience a decreasing rate of growth that was closely dependent upon a textile and railroad oriented economy.

The year 1959 saw the town taking the first step toward providing low-rent housing by creating the Selma Housing Commission (by 1962, a sixty-eight (68) unit project had been approved). The Selma Oil Terminal began going up in 1963; by 1967, Sylvania Electric Corporation had located a plant just south of Selma between I-95 and US 301. A rather large annexation of the Griggs Mill area in the late 1960s had increased the town's population to 4,365 by 1970. It is estimated that the 1975 population was 4,500.

C. The Planning Process

As individuals, each of us is involved in planning. Plans are made in budgeting, creating life insurance programs, educational goals for ourselves and our children, and allocating our time for the needed daily tasks. Corporate entities make plans about new products and/or capital acquisitions.

Governmental units also plan. Knowing the present status of the community, plans are made so that the goals and objectives of the town can be more realistically reached. Instrumental in their formulation are generally agreed upon land uses that will in large part shape the future destiny of the locality.

The way in which these goals are to be accomplished is through the planning process, consisting generally of the following parts:

1. A survey of existing conditions within the town with respect to the population, economy, transportation and other pertinent elements;

2. A comparison and analysis of these conditions with those existing in 1971;

3. A synthesis of the desired end state, including the formation of goals and objectives;

4. A plan which is a graphic presentation of proposed development designed to achieve the stated goals and objectives; and

5. Implementation proposals necessary to realize the plan.

II. Background

A. Population

Population Trends

The following table depicts the population of Selma over the past several decades.

TABLE 1
POPULATION FIGURES FOR THE TOWN OF SELMA[2]

	1940	1950 (%)	1960 (%)	1970 (%)
Population	2,007	2,639 (30.5)	3,102 (17.6)	4,345 (40.5)

In reading the Selma Centennial Commission's publication entitled Selma, North Carolina, 1867-1967, one is led to believe that the 30.5 percent growth between 1940 and 1950 and the 17.6 percent figure of the next decade were almost exclusively due to an influx of new residents and more births. The rather large annexation of the Griggs Mill area in the late 1960s was the major factor creating the substantial increase in the population by 1970, though certainly the site chosen by Sylvania Electric Corporation contributed to some of this growth as some workers bought or rented in Selma. The 1975 estimated population of 4,500 has been due to natural increases.

Population Characteristics

Again relying upon U. S. Bureau of the Census figures, the below tables depict the age, race, and sex characteristics of the town population over the years:

TABLE 2
AGE, RACE, AND SEX DISTRIBUTION - 1940 AND 1950

	1940				1950			
	M (48%)		F (52%)		M (46%)		F (54%)	
	B (34%)	W (66%)	B (37%)	W (63%)	B (33.6%)	W (66.4%)	B (36.7%)	W (63.3%)
Total	325	Total 635	386	Total 658	407	Total 805	524	Total 903
5⁻	73		74		46	(160) 114	58	(187) 129
5 - 14	185		181		95	(228) 133	92	(222) 130
15 - 24	207		205		60	(168) 108	94	(240) 146
25 - 34	159		177		63	(222) 159	79	(231) 152
35 - 44	146		176		55	(161) 106	74	(191) 117
45 - 54	89		106		49	(125) 76	64	(152) 88
55 - 64	65		77		20	(81) 61	28	(105) 77
65+	37		50		19	(67) 48	35	(99) 64
21+	582		667		224	(728) 504	313	(886) 573

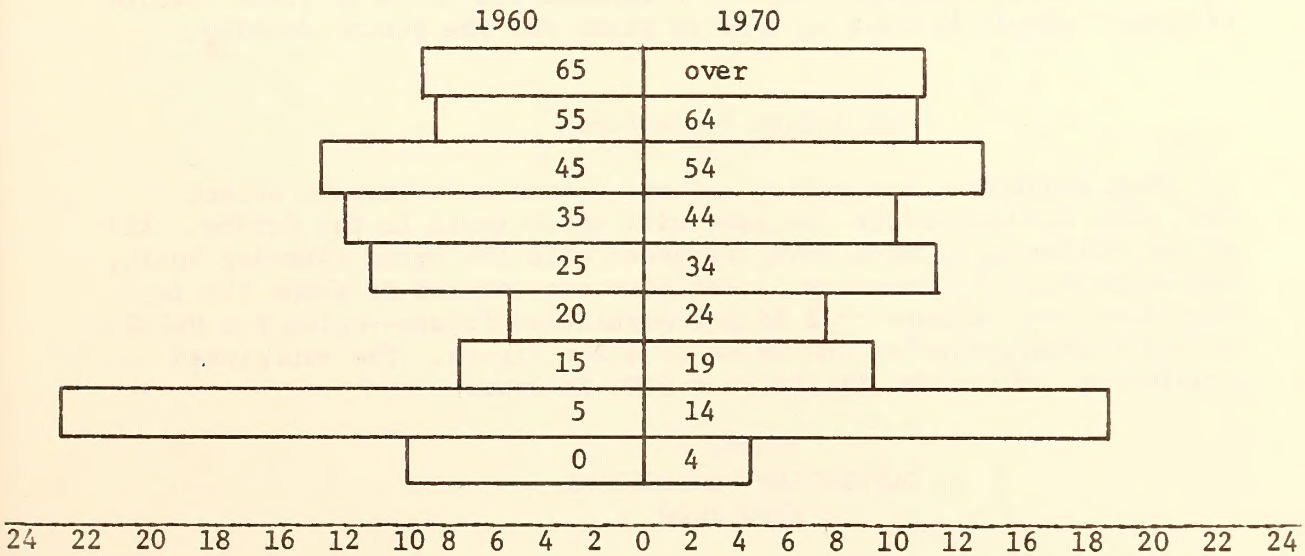
TABLE 3
AGE, RACE, AND SEX DISTRIBUTION - 1960 AND 1970

	1960						1970					
	M (46%)			F (54%)			M (45.6%)			F (54.4%)		
	B (29.2%)		W (70.8%)	B (32.9%)		W (67.1%)	B (25%)		W (75%)	B (28%)		W (72%)
		Total			Total			Total			Total	
Total	417	(1425)	1008	551	(1677)	1126	497	1989	1492	665	2367	1702
5⁻	59	(157)	98	58	(153)	95		173			175	
5 - 14	99	(330)	231	127	(373)	246		395			408	
15 - 19	36	(119)	83	41	(122)	81		203			223	
19 - 24	31	(85)	54	35	(94)	59		145			192	
25 - 34	43	(158)	115	62	(196)	134		251			250	
35 - 44	38	(173)	135	63	(198)	135		194			249	
45 - 54	48	(160)	112	73	(227)	154		256			301	
55 - 64	31	(131)	100	40	(134)	94		187			285	
65+	32	(112)	80	52	(180)	128		195			284	

One notable characteristic is the gradual decline in the male population from 48 percent in 1940 to 46 percent in 1950, remaining at this level during the 1950s, but declining again to a low of 45.6 percent by 1970. This has been somewhat due to a declining percentage of males between the ages of fifteen through sixty-four; in 1940, this category amounted to 69.5 percent of the males. By 1950, it had dropped to 62.5 percent; it declined further to 58 percent by 1960 but by 1970, it was on the upswing (mainly due to annexations and industrial growth that occurred in the late 1960s) to 62.1 percent. From this it appears that a fair number of men in these productive work years were leaving for job opportunities elsewhere up until perhaps 1968 or 1969. Conditions at this time (1976) give no indication of a reversal.

Over the years, the percentage of Blacks (both male and female) has dropped every decade. In 1940 and 1950, the percentage amounted to 35.4; by 1960, it had dropped to 31.2; by 1970 it had declined to 26.6. This is probably indicative of a lack of job opportunities within and around the town as industrial development has occurred. This is further substantiated by the fact that from 1960 to 1970 the excess of out migration over natural births in Johnston County caused the population decline; for the Blacks the same pattern prevailed.[3] It is estimated, however, that from 1970 to 1973, out migration from the county has moderated somewhat with the result that the population has increased slightly in spite of the lower birthrate.[4]

As examination of the age spectrum between 1960 and 1970 also reveals an interesting pattern, as depicted by the population pyramid below:



In 1960, 10 percent of the population was age four and under; by 1970, this had dropped to 4.4 reflecting both a lower birthrate (a nationwide trend) and the annexation of the late 1960s which brought in families with older children. The implications for educational facilities are for fewer classrooms with the possibility that existing programs (or buildings) could be enhanced (modernized) since larger facilities are not needed.

A disturbing fact is that in 1960 with 22.7 percent of the population aged 5 to 14, a decade later, these people were in the 15 to 24 age bracket but their percentage had dropped to 17.6. This reflects the outward migration of many of these young people as they sought job opportunities elsewhere. Selma in this instance follows the general pattern of Johnston County.[5] It seems clearly evident that this trend must be reversed to enhance the rate of economic growth of Selma.

Another interesting observation is to note what has happened to young productive workers over the years. In 1960, 11.4% of the people in town were aged twenty-five through thirty-four. A decade later, this same group would be in the thirty-five through forty-four aged category but their percentage had now dropped to 10.2. Considering that the town's population had grown by 40.4 percent (from 3102 to 4356), the people in this age category had grown by only 26.6 percent, indicating a continuation of outward migration of young, productive workers for better economic opportunities.

The growth of the sixty-five (65) and older segment is reflective of a national pattern as improved health care lengthens the span of life. Facilities and provisions to enhance the lives of these "senior citizens" should be kept in mind as plans for the future develop.

Population Projections

Most population projection methods assume to a certain extent that what has happened in the past will occur again in the future. All of the following methods were discussed with the Selma Planning Board, and after some deliberation, a decision was reached to shape the future land requirements to a higher population figure--using the OBERS series E disaggregation for Selma as a low figure. The envisioned population, by decade, to the year 2000 follows:

TABLE 4
POPULATION PROJECTIONS
1980-2000

	1970	1980	% Change	1990	% Change	2000	% Change
Selma	4356	5200	19.4	6395	23.0	7500	17.3
Extraterritorial	324[1] (est)	931[2]	18.7	1128	21.2	1269	12.5
Planning Area	4680	6131	31.0	7523	22.7	8769	16.6

[1]Based on 2.82 persons/household within the town limits, the figure was multiplied by the 115 units noted in the 1970 land use map.

[2]An estimated 330 housing units will be in the extraterritorial area by 1980; multiplying this by 2.82 gives the figure.

By decade, these projections for the town differ by +5.1 percent, +9.4 percent, and +11.2 percent from the OBERS figures. These differences are not significant enough to warrant any modification of the 201 plan.

The planning board members felt that an upturning economy, renewed efforts to attract industry, and expanded public housing options would tend to accelerate growth prior to 1980. During the 1980s, these factors would act to promote further economic development and subsequently a larger population. This economic growth would slow down somewhat in the 1990s and thus the population would grow more slowly.

TABLE 5
POPULATION PROJECTIONS
1980 - 2000

	1970	1980	% Change	1990	% Change	2000	% Change
Selma[1]	4356	4862	+11.6	5366	+10.4	5904	+10.0
Selma[2]	4356	5581	+28.1	6873	+23.1	8491	+23.5
Selma[3]	4356	4190	- 3.8	4630	+10.5	5069	+ 9.5
Selma*	4356	4949	+13.6	5847	+18.1	6745	+15.4
Selma Twp[1]	6601	7157	+ 8.4	7695	+ 7.5	8173	+ 6.2
Selma Twp[2]	6601	8471	+28.3	9338	+10.2	10,238	+ 9.6
Selma Twp[3]	6601	7658	+16.0	8239	+ 7.6	8820	+ 7.1
Selma Twp**	--	5837	n.a.	6216	+ 6.5	6548	+ 5.3
Johnston County.[4]	61,737	65,300	+ 5.8	70,600	+ 8.1	73,800	+4.5

[1]These projections were calculated using the arithmetic projection method. This method asserts that a given *absolute numerical change* in a population from one point in time to another as exhibited in the past is the best means of extrapolating a future population trend. This method uses the average numerical change in populations for previous decades and applies this change to the last decade for which the population is available in order to project the population.

[2]These projections were computed using the geometric projection method. This method asserts that a given *percentage change* in population from one point in time to another as exhibited in the past is the best indicator of the future trend in population. To compute the projections the decade-by-decade percentage change is computed and then this percentage change is applied to the latest population figure available.

[3]These population projections were calculated using the least squares method. This method uses *regression analysis* to compute a trend line "best fitting" the past population data of a given area, and to yield an extrapolated population projection. An algebraic relationship between population (Y) and the point in time at which that population is recorded (X) is established for each area so that, for any date (X), a "best" estimate as to the population (Y) can be obtained.

[4]These projections are based on OBERS Series E population projections. (OBERS is an acronymn for the Office of Business Economics and the Economic Research Service.) The OBERS projections are based on assumptions regarding three factors: 1) the amount of net immigration, and its age, sex, and race composition; 2) age-specific survival rates for mortality; and 3) age-specific birth rates for fertility.

*These Series E projections were extracted from the Smithfield-Selma 201 Facilities Plan.

**These are OBERS Series E projections extracted from the Smithfield-Selma 201 Facilities Plan, but are for the Selma Township within the 201 area only. The lower half of the Selma Township is encompassed within the 201 area.

B. Economy

Regional Influences

Within Region J--comprised of Wake, Orange, Durham, Chatham, Lee and Johnston Counties--Johnston County ranked last in per capita income ($2699) and median family income ($6023) in 1970.[6] One of the major reasons for this has been the agriculturally oriented economy emphasized by the fact that 42 percent of Johnston County is devoted to cropland.[7] But this is slowly but surely changing as shown by the table below:

TABLE 6[8]
CHANGE OF WORK FORCE COMPOSITION WITHIN JOHNSTON COUNTY

Year	Employment Total	Agr. (%)	Mfg. (%)	Non-Mfg. (%)
1962	22,560	8890 (39.4)	3800 (16.8)	5860 (26.0)
1967	23,880	6530 (27.3)	5460 (22.9)	7340 (30.7)
1970	23,670	5440 (23.0)	6460 (27.3)	8210 (34.7)
1972	24,290	5160 (21.2)	7050 (29.0)	8420 (34.7)

It can be seen that by 1967, more people within the county were employed in non-manufacturing jobs than those in agriculture. By 1970 the same could also be said for those in manufacturing. By 1972 those employed in agriculture had declined by 5.1 percent from 1970 but those in manufacturing had risen by 9.1 percent (non-manufacturing up, 2.6 percent). Most of this was in the apparel and electrical machinery industries.

Another regional factor that influences Johnston County is the commuter. As mentioned previously, the lack of a strong industrial base has been a contributing factor to a declining population. Were it not for the relative abundance of jobs in nearby counties, this out-migration would be even more pronounced.

In 1960, Johnston County had 20,344 employed residents but only 17,027 worked within the county; 809 more people commuted into the county. The net commuting loss amounted to 2,508, (20,344 minus 17,836). Of these, 2,076 or 82.8 percent commuted to Wake County.

By 1970 the employed county residents had increased to 24,189 and a total of 19,105 persons worked within the county. The net commuting

loss had increased to 5,084. Those traveling to Wake County declined slightly to 80.4 percent of the total.

When one divides the total number of people working within the county by the number of residents who actually work, a figure called the commuting ratio results. A ratio of less than one (1) implies that the county does not have enough jobs to meet its residents needs and they must therefore find employment in another county. In 1960 this ratio was .877; it had dropped to .790 by 1970.

This means that while the number of jobs within the county increased during the decade, the number of employed county residents increased faster. As a matter of fact, the net commuting loss more than doubled during that period of time from 2,508 to 5,084. It should be kept in mind, however, that there are undoubtedly more jobs available than are filled but obviously due to factors such as good roads, higher wages, etc., those seeking employment prefer commuting to taking these apparently unfulfilling positions.

Johnston County and Selma

In per capita income and median family income, the counties of Chatham, Lee, and Johnston are more similar than Wake, Durham, and Orange. Subsequently, some of the comparisons to be made will only look at the former group and not all of the Region J counties.

To get an understanding of the employment changes that have occurred in Johnston County, some comparison with nearby regional counties is desirable. The table below shows the prevailing pattern from 1962 to 1972:

TABLE 7[9]

EMPLOYMENT PATTERNS IN JOHNSTON, CHATHAM, AND LEE COUNTIES

County	1962, 1972 Agriculture	1962, 1972 Non-Manufacturing	1962, 1972 Manufacturing
Lee	9.6%, 4.4%	35.5%, 45.8%	40.7%, 39.0%
Johnston	39.4%, 21.2%	26.0%, 34.7%	16.8%, 29.0%
Chatham	20.6%, 10.3%	29.1%, 32.2%	38.0%, 44.5%

All three counties have shown a pattern in which the percentages in agriculture have declined by approximately 50 percent. From 1962 to 1972, those employed in non-manufacturing rose 33.4 percent in Johnston County and only 30.4 percent and 10.7 percent in Lee and Chatham Counties respectively. During the same period, the percentage employed in manufacturing rose 72.6 percent for Johnstonians, 17.0 percent for Chatham County residents, and actually declined slightly among citizens of Lee County. Among the three counties, Johnston County still has the highest percentage of people in agriculture and the lowest percentage in manufacturing. These are certainly some of

the major factors contributing to the low 1970 median family income of $6023 when compared to $7182 for Chatham County and $7554 for Lee County. With the state median family income in 1970 amounting to $7774, the Johnston County figure of $6023 is 22.5 percent under the state's.

The 1970 median family within Selma was $5759; this is $264 or 4.4 percent below that of the county, and $2015 or 25.9 percent below the state's. The percentage of Selma families with incomes less than the poverty level is 27.0; for Johnston County it is 24.8, and for North Carolina it is 16.3.

One of the major contributing factors to the low median income is the educational level of the residents. Within Johnston County, 21.4 percent of the residents have the maximum of a high school education; in Selma, it is 19.4 percent (the state figure is 21.7 percent). The median school years completed is 9.9 for Johnston County, 9.0 for Selma, and 10.6 for the state.[10]

It is a well known fact a higher educated populus will earn more income over a life span. The Town of Selma ranks behind Johnston County and the state in both of the previously mentioned categories. Can this be changed? One recently completed study links increased education with a quality high school curriculum and the economic opportunities within the county.[11] From the economic perspective, the implications are that increased economic development will result in more people completing high school because of the demands of the locally based industry. A capital intensive industry needs higher educated workers who will naturally earn more and raise their (and the community's) standard of living.

One of the most significant facts about the economic situation in North Carolina is that its workers on the average earn less than their counterparts elsewhere. In March of 1973, the average wage paid amounted to only 73.4 percent of the national average and 93.0 percent of that prevailing in the southeastern states. To a certain extent, this is due to the concentration of labor-intensive, low skill types of manufacturing and a low level of unionization--though even unionized workers (except truckers) within North Carolina earn less than union employees elsewhere.[12]

While many explanations have been offered about this earning gap, perhaps none is quite as revealing as a recent study by the North Carolina Office of State Planning. This report concluded that the gap was attributable to two factors: (1) a tendency to concentrate on labor intensive low wage industries--accounting for about one-third of the earnings gap--; and (2) the tendency for workers in a given industry to be paid less than their counterparts in the rest of the country.[13]

A serious commitment to remedy some of these noted deficiencies can be a first step toward solving some of the employment deficiencies discussed. These factors should be kept in mind when seeking new industry for the county.

Labor Force Composition and Characteristics

The Johnston County Labor Force in 1970 was composed of 25,383 workers of whom 15,489 were males and 9,894 were females (1970 Census figures). The number of males sixteen and over amounted to 20,413. Dividing this by the number employed gives a labor participation ratio of 75.9 percent--roughly similar to the state figure of 77.4 percent. Among the females, the ratio is 43.4 percent--the comparable state figure is 46.5 percent.

For Lee County, the male and female labor participation ratios are 79.4 percent and 48.2 percent respectively. For Chatham County, they are 77.5 and 51.0 percent. In comparison, Johnston County is lagging behind the other three counties and the state.

In Selma, the 1970 Census showed that 924 males and 721 females, sixteen and above, composed the labor force of 1645 persons. While the Census figures did not disclose the exact number of residents sixteen and above, interpolation of some of the data would say that approximately 1,379 males and 1,739 females fit into this category. The resultant labor participation ratios are 67.0 percent and 41.5 percent respectively. The town thus compares unfavorably to Johnston County.

As mentioned previously, Johnston County experienced a net commuting loss exceeding 5,000 persons per day in 1970. Selma's low labor participation ratios not only reinforce the fact that more employment opportunities are needed within the county but that the commuting which is presently involved also acts as an employment barrier to those lacking an automobile.

Type of Employment

The following table depicts the type of employment engaged in by Johnston County and Selma residents from 1960 to 1970, keeping in mind that these figures reflect employment patterns of those who live in Johnston County, as many work outside the county.

TABLE 8*
INDUSTRY OF EMPLOYED PERSONS OF JOHNSTON COUNTY AND SELMA,
1960 to 1970

Industry	JOHNSTON COUNTY Number (%) 1960	JOHNSTON COUNTY Number (%) 1970	JOHNSTON COUNTY % Change	TOWN OF SELMA Number (%) 1960	TOWN OF SELMA Number (%) 1970	TOWN OF SELMA % Change
Agriculture, Forestry and Fisheries	6846 (32.6)	3622 (14.9)	-47.1%	9 (.9)		
Mining and Construction	1705 (8.1)	2690 (11.1)	+57.8%	63 (6.2)	139 (8.4)	121.0%
Manufacturing	3749 (17.9)	6367 (26.2)	69.8%	301 (29.5)	579 (35.2)	92.4%
Railroads, Trucking, Warehousing, and other transportation	343 (1.6)	398 (1.6)	16.0%	57 (5.6)	111 (6.7)	95.0%
Communications and Utilities	243 (1.2)	500 (2.1)	106.0%			
Retail and Wholesale Trade	3518 (16.8)	4382 (18.0)	24.6%	215 (21.0)	292 (17.7)	35.8%
Business and Repair Services	334 (1.6)	490 (2.0)	46.7%	8 (.8)		
Private Households, other Personal Services	1503 (7.2)	1401 (5.8)	- 6.8%	149 (14.6)		
Educational Services	985 (4.7)	1555 (6.4)	57.9%			

TABLE 8 CONTINUED

Industry	JOHNSTON COUNTY Number (%) 1960	Number (%) 1970	% Change	TOWN OF SELMA Number (%) 1960	Number (%) 1970	% Change
Public Administration and other Professional Services	728 (3.5)	1203 (5.0)	65.2%	178 (17.4)	338 (20.5)	89.9%
Other	652 (3.1)	1027 (4.2)	57.5%	11 (1.1)		
Finance, Insurance, and Real Estate	351 (1.7)	668 (2.7)	90.3%	27 (2.6)		

*1960 and 1970 Census of Population (N. C.). General Social and Economic Characteristics.

Within Johnston County, employment in the agricultural sector declined by 47.1 percent. In 1960, agriculture was the major employer and manufacturing was second; by 1970 manufacturing was first, and those employed in the wholesale and retail trade were second--agriculture had slipped to third place.

While the percentage of those employed in manufacturing led all others in the county by 1970, this distinction was clearly in evidence in Selma in 1960 with 29.5 percent working in the manufacturing sector. The economy of Selma in 1960 was based on manufacturing, the retail and wholesale trade, and government and other professional services.

By 1970 the percentage of Selma residents employed in manufacturing had grown to 35.2 percent of those employed (a growth of 92.4 percent over the decade). One interesting contrast is the growth in employment in the wholesale and retail trade; while this sector grew at a rate of 24.6 percent within the county, it grew by 35.8 percent within the town but now only 17.7 percent of those employed work in this field.

In summation, a greater percentage of Selma residents are employed in manufacturing industries than those of the county and their movement into these jobs has been more pronnounced than the other county residents.

C. Land Use Survey Analysis

Residential

There are 1,389 residential structures (1,475 units) in Selma in 1976 compared to 1,385 in 1970. While the residential growth has been particularly heavy in the northeastern quadrant, the impact of the Neighborhood Development Programs (NDPs), the code enforcement program, and the widening of U. S. 301 has almost offset the general increase in structures.

The 1,264 standard structures (1,349 units) amounted to 91.0 percent of the total; in 1970 the comparable figures were 436 and 32.7 percent. Deteriorating structures amounted to 99 (101 units) or 7.5 percent of the total; comparable figures for 1970 were 719 and 54.3 percent. The number of dilapidated structures (and units) had fallen to 24 (or 1.7 percent) from 175 (or 1.30 percent) for six years earlier.

On a percentage basis, these changes are impressive but also somewhat deceptive. Summarizing the preceding paragraph, the number of standard structures rose 190 percent (from 436 to 1,264), deteriorating structures declined 86.4 percent (from 719 to 99), and dilapidated structures decreased by 86.4 percent (from 175 to 24).

What are some of the possible explanations for such impressive statistical changes? One would appear to be the difficulty inherent

when two different people look at a house and one says it's deteriorating and the other says standard. It was precisely for this reason that such a classification system was eliminated in the 1970 Census. (Incidentally, this writer and the Selma Code Enforcement Officer spent several days classifying these structures.)

Another plausible explanation would be that some deteriorating structures have had improvements made and are now classified as standard. And the third most reasonable explanation--particularly for the substantial decrease in dilapidated structures--would be the impact of the Neighborhood Development Program (and the subsequent removal of blighted housing) and the elimination of substandard structures in the code enforcement program. The former has been working in an area of approximately 50 acres in the southeastern quadrant of the town and has been responsible for the elimination of between 10 to 20 acres of blighted housing while the latter has cleared a little over 21 acres of substandard housing. (See Map1 for a pictorial display of housing unit locations within the planning area.)

While mobile homes still continue to be somewhat of a problem, the number has actually declined to 51 whereas there were 55 within the town in 1970. These units make up 3.7 percent of the residential structures within the corporate limits. Within the extraterritorial area though, the picture is considerably different with a total of 153 of the 350 structures (and units) being mobile homes (43.7 percent). Within the planning area is a combined total of 204 such units or 11.7 percent of the residential structures. Slightly over one-third of these structures are located in two trailer parks alongside U. S. 301 north.

In the category of public housing, the 75 additional units that had been funded in 1970 have been built; when added to the 108 already in existence, the result is the present 183. A recently submitted Section 8 proposal for 100 additional units has just been approved. When construction is complete, expanded housing options for many of the elderly and handicapped on the waiting list for apartments will be available.

Most of the deteriorating and dilapidated housing within the town is concentrated in the southern portion south of the Southern Railway lines. The following table depicts the various classifications in four established quandrants of town.

TABLE 9
HOUSING CONDITIONS WTIHIN SELMA*

	Standard Houses + Trailers	Deteriorating	Dilapidated
Quadrant 1	485 + 15 = 500 (96.5%)	13 (2.5%)	5 (1.0%)
Quadrant 2	437 + 16 = 453 (95.7%)	18 (3.8%)	2 (.5%)
Quadrant 3	129 + 3 = 132 (73.0%)	39 (21.8%)	10 (6.2%)
Quadrant 4	247 + 17 = 264 (87.4%)	31 (10.3%)	7 (2.3%)

*Numbers depicted represent units (not structures).

Quadrant 1 - Eastern side of Pollock Street and all east and all north of the railroad tracks.

Quadrant 2 - Western side of Pollock Street and all west and all north of the railroad tracks.

Quadrant 3 - Eastern side of Pollock Street and all east and all south of the railroad tracks.

Quadrant 4 - Western side of Pollock Street and all west, and all south of the railroad tracks.

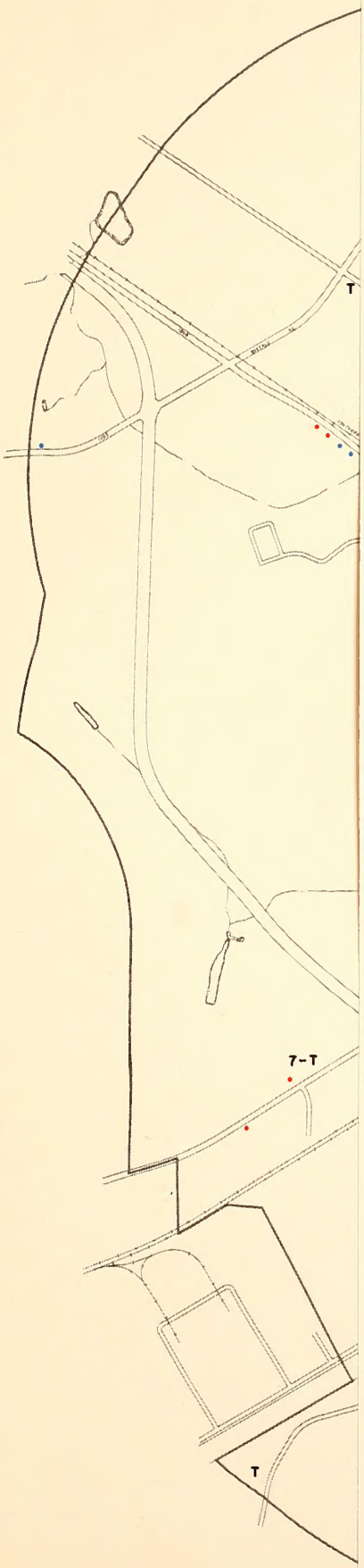
Six years ago, most of the substandard housing was located in the southwest and northwest areas of town. While no percentage figures for the various areas were given, substantial improvements have occurred in Quadrant 4 and 2 respectively in these intervening years. And as work continues in the existing NDP and those proposed (see Map 2), further improvements in these areas should be forthcoming.

TABLE 10
HOUSING CONDITIONS IN EXTRATERRITORIAL AREA

	Standard Houses + Trailers	Deteriorating	Dilapidated
Number of Units	126 + 153 = 279	30	41
Percentage of Units	79.7%	8.6%	11.7%

TABLE 11
HOUSING CONDITIONS IN THE PLANNING AREA

	Standard Houses + Trailers	Deteriorating	Dilapidated
Number of Units (%)	1424 + 204 = 1628 (89.2%)	101 + 30=131 (7.1%)	24 + 41 = 65 (3.7%)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SELMA
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MAP I

EXISTING HOUSING CONDITIONS

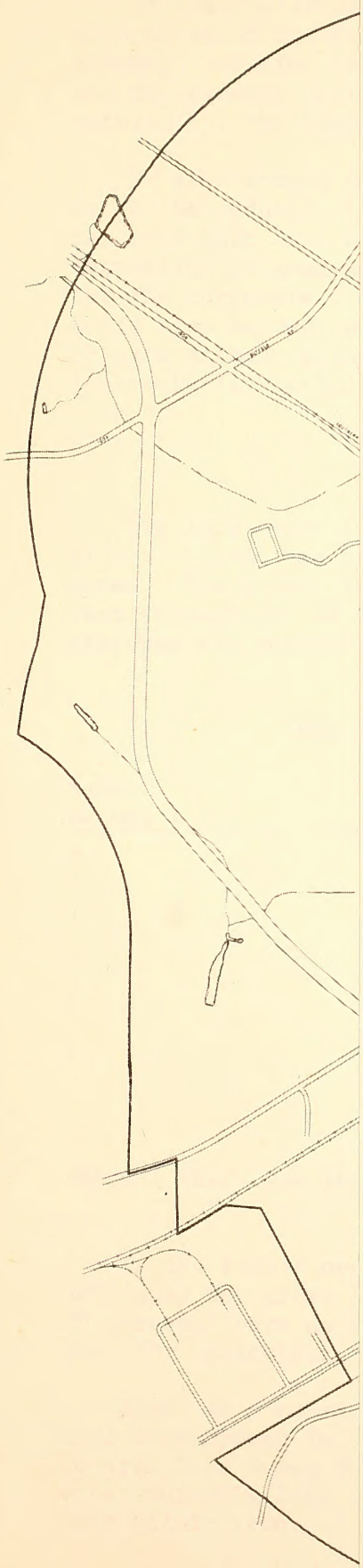
STANDARD

DETERIORATING

PUBLIC HOUSING

DILAPIDATED

MOBILE HOMES T



SELMA
NORTH CAROLINA

MAP 2

NEIGHBORHOOD DEVELOPMENT PROGRAMS

EXISTING AREAS

PROPOSED AREAS

Of particular note is the fact that more than half of the standard units in the extraterritorial area are mobile homes--a full 54.8 percent. Within the town, the percentage of standard, deteriorating, and dilapidated units is 91.5, 6.8, and 1.7 respectively; extraterritorially, the comparable figures are 79.7, 8.6, and 11.7.

If substandard housing conditions in the extraterritorial area are to be reduced, it seems that the recently adopted minimum housing code must also be enforced in this area. Perhaps a formalized inspection program should be developed to apply both within and without the corporate limits. Perhaps some Community Development money could also be made available to such households. With substantive changes already being made within town, efforts should be expanded to eventually include all households within the planning area.

Town Area

The land area of Selma (which, in subsequent references will always include the satellite annexation) is comprised of 1088.9 acres. The growth that has occurred in the six year interval has been through the 48.8 acres of motel-service station land that petitioned for annexation between 1973 and 1976.

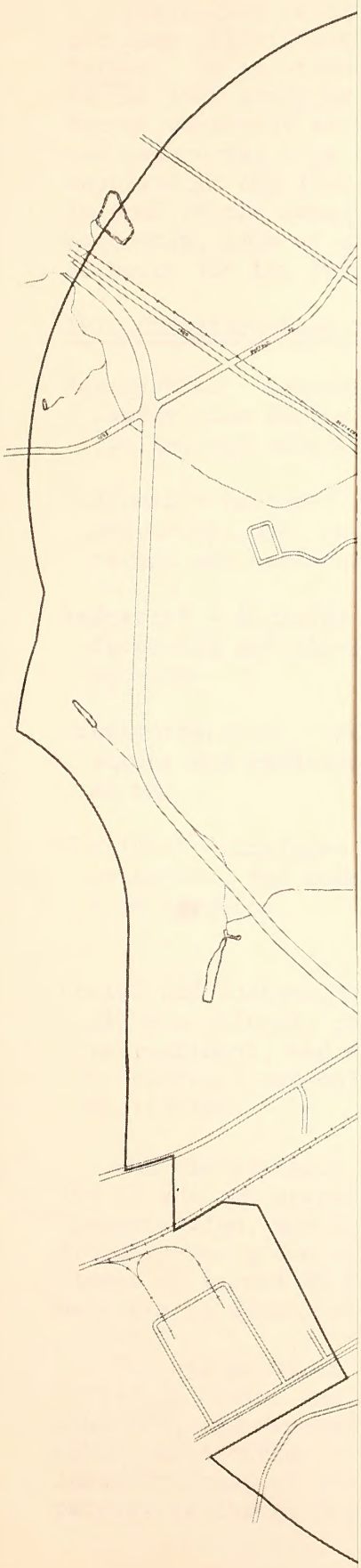
TABLE 12
TOWN OF SELMA ANNEXATIONS 1971 - 1976

Number on Map 3	Date	Size (Acres)*
1	May, 1973	42.00
2	October, 1974	2.86
3	June, 1975	2.50
4	August, 1975	.60
5	June, 1976	.84
	TOTAL ACRES	48.80

*Note: These are the actual acreage figures.

In the town's overall acreage, 773.9 acres (or 71.0 percent) are developed for urban uses. Six years ago, 729 acres (or approximately 70 percent) were developed. The remaining land is either vacant, used for agricultural purposes, or occupied by a vacant building.

There is a substantial amount of vacant land suitable for residential development in Quadrant 4, and somewhat less in Quadrant 1. Several lots zoned for business are also vacant. These plus numerous other suitable lots offer ample opportunities for continued development within town.



SELMA
NORTH CAROLINA

MAP 3

ANNEXATIONS 1971 - 1976

The survey of existing land uses conducted in 1970 made use of the same classification system used in the 1961 report entitled Land Survey. In an attempt to transfer the various land categories used in the 1970 study to the Standard Land Use Coding Manual (which has become generally accepted in the planning profession), the old and new categories were compared and, within the scope of the information supplied in the 1970 study, the conversion to the new system was made. In some of the categories though, estimates had to be made and subsequently, some of the acreage figures are probably not completely accurate for the 1970 statistics.

1970 Classification System	Standard Land Use Coding Manual
Residential - includes single family, two family, multi-family, and mobile homes.	Residential - includes all household units, group quarters, hotels and mobile home facilities.
Business - includes primary, secondary, and convenience retail and wholesale.	Trade - includes all retail and wholesale trade.
Industry* - includes all manufacturing and storage services.	Manufacturing - includes all manufacturing and manufacturing services.
Transportation* - includes street and railroad rights-of way.	Transportation, communication, and utilities - includes all modes of transportation, communication, and utilities.
Services* - includes personal, amusement, and communication services.	Services - includes all business, personal, professional, governmental, and educational services, including religious facilities.
Social and Cultural* - includes all educational, religious, recreational, medical institutional and cultural activities.	Cultural, Entertainment, and Recreation - includes all cultural activities, amusement, recreational and park facilities.

The old category of industry included utilities and printing as two of the subcategories. These are now included under Transportation, Communication, and Utilities. Since communication and utilities have probably not grown much over six years, by adding the 1976 acreage figure (4 acres) to the 1970 transportation figure, a fairly accurate base can be established.

The new services category also includes some uses previously classified as Social and Cultural. Examples are schools, libraries, churches, and cemeteries. Therefore, when looking at the following table, an asterisk (*) will appear by the certain classifications to identify those of questionable accuracy. Subsequently, some of the percentage change figures should not be viewed too critically.

TABLE 13
COMPARISON OF EXISTING LAND USES WITHIN SELMA

	1970		1976		
Land Use	Acres	Percent of Developed Land	Acres	Percent of Developed Land	Percent Change
Residential	409.6	56.1	369.23	47.7	- 9.9
Trade	27.7	3.9	33.59	4.3	+21.3
Manufacturing*	66.9	9.2	58.68	7.6	-12.3
Services*	28.05	3.8	38.96	5.0	+36.4
Transportation Communications, & Utilities*	185.88	25.5	253.50	32.8	+38.9
Cultural, Entertainment, & Recreation*	11.07	3.8	19.94	2.6	+80.1
Vacant	310.9		315.00		
	1040.1		1088.90		

Under the Residential classification, there are 40.37 fewer acres now than in 1970. As previously explained, the most logical explanations would be impact of the code enforcement program, the NDP, the widening of U. S. 301, and the possibility that vacant lots in the 1970 study were classified as Residential as long as they were in a primarily residential block.

Trade

The amount of land devoted to trade has risen, both in absolute acreage and percentage of developed land. Trade continues to dominate in the Central Business District (CBD) with a number of small grocery stores and convenience food stores at various locations throughout the town. Several new trade establishments have located on U. S. 301 leading north and south out of town. Of particular note is the recent development of Johnston Plaza on U. S. 301 south with its emphasis on trade.

An examination of the two land use maps (one for 1970 and the other for 1976) reveals that in general, the major manufacturing concerns in 1970 were still in existence in 1976. Some of the possible reasons for this overall decline--keeping in mind that a precise comparison between the two is impossible because of the conversion problems--are: (1) the CP&L facility on Raeford is now classified as transportation, communications, and utilities; (2) the sanitation building on Webb Street is now classified as services; and (3) the town's transformer station on Anderson Street is now categorized under transportation, communications, and utilities.

Transportation, Communications, and Utilities

Transportation, communications, and utilities is another one of the categories difficult to properly analyze. Be that as it may, it seems safe to say that a good portion of the growth in this category has been due to the major infusion of new roads in Quadrant 4 and the large amount of acreage devoted to transportation within the satellite annexed area.

Services

Services has probably grown somewhat but not as much as the 36.4 percent figure implies. With the exception of the schools, most are located in the CBD; a few services are beginning to appear on U. S. 301 south leading out of town.

Cultural, Entertainment, and Recreation

Within cultural, entertainment, and recreation, perhaps the most notable changes have occurred in the recreational category. Several sites in existence in 1970 are now vacant or developed for other purposes, but new sites scattered around town have expanded recreational opportunities for many, particularly in the lower-income sections of town.

Tax Exempt Properties

The tax exempt properties within town--churches, government buildings, and the cemetery, and school property--amount to 31.85 acres--6.02 for churches, 5.44 for government, and 20.39 for schools. These 31.85 acres of land classified as services amount to 81.8 percent of the total service category of 38.96 acres. Schools comprise 64.0 percent of this tax exempt property, churches 17.1 percent, and government 18.9 percent. Of the 773.9 acres of developed land within town, these special properties amount to only 4.1 percent of the total.

Extraterritorial Area

No table exists showing land uses for the extraterritorial area in existence in 1970. The following tables then can only be discussed within the context of present utilization.

TABLE 14
EXTRATERRITORIAL LAND USES

	Acreage	Percentage of Developed Land
Residential	116.63	16.7
Trade	99.94	14.3
Manufacturing	16.38	2.3
Services	34.86	5.0
Transportation, Communications, and Utilities	412.21	58.9
Cultural, Entertainment, and Recreation	19.30	2.8
Vacant	5103.21	
TOTAL	5802.53	

TABLE 15
PLANNING AREA LAND USES

	Acreage	Percentage of Developed Land
Residential	485.86	33.0
Trade	133.53	9.1
Manufacturing	75.06	5.0
Services	73.82	5.0
Transportation, Communications, and Utilities	665.71	45.2
Cultural, Entertainment, and Recreation	39.24	2.7
Vacant	5418.11	
TOTAL	6891.43	

Six year ago, approximately 70 percent of the land within the town limits was developed for urban purposes; today (1976), the figure is 71.0 percent. Generally speaking then, the extent of compactness has remained essentially the same.

Both in the extraterritorial area and that of the town, transportation, communications, and utilities is the category utilizing the greatest percentage of developed land, followed by residential. Within town, however, manufacturing ranks number three (dominated by Swift's Farm Center); extraterritorially, trade (dominated by the oil storage facilities) ranks third.

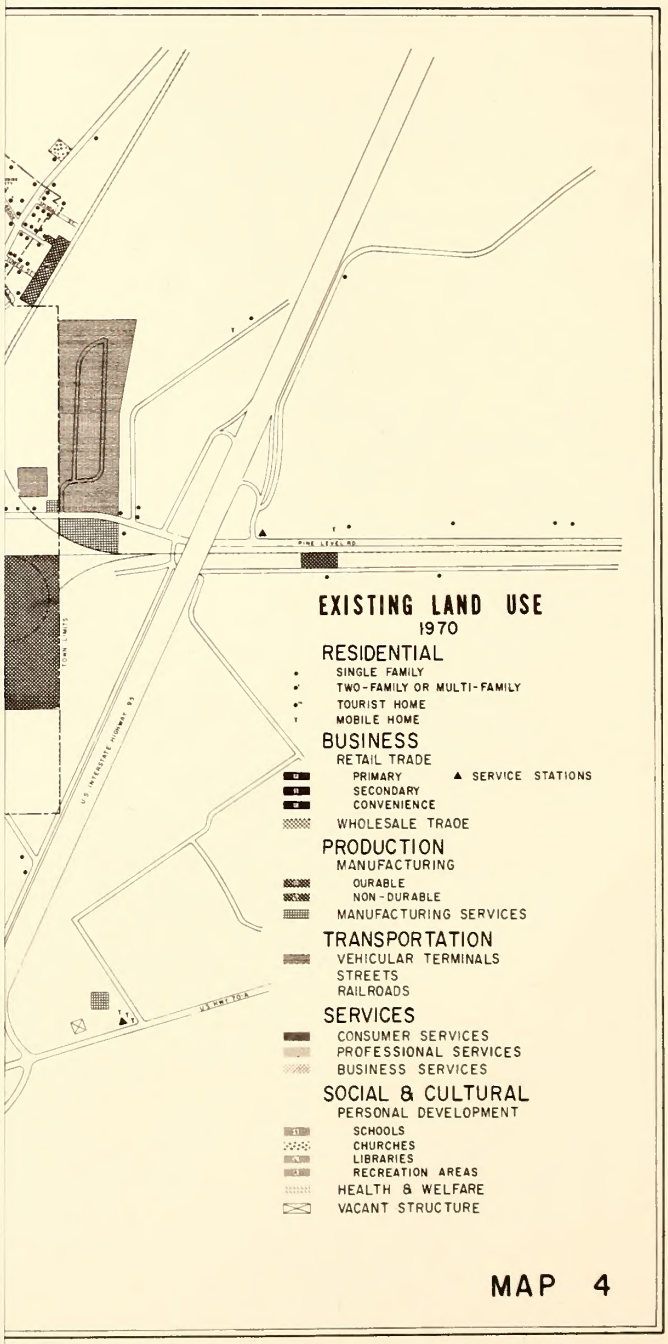
One of the most notable changes in the transportation sub-category has been the addition of U. S. 70-A west of town. One of the major deficiencies noted in the 1970 study was the necessity for trucks going between the oil storage area and I-95 to pass through town; with U. S. 70-A intersecting Buffalo Road slightly south of the storage area, this shortcoming has been eliminated.

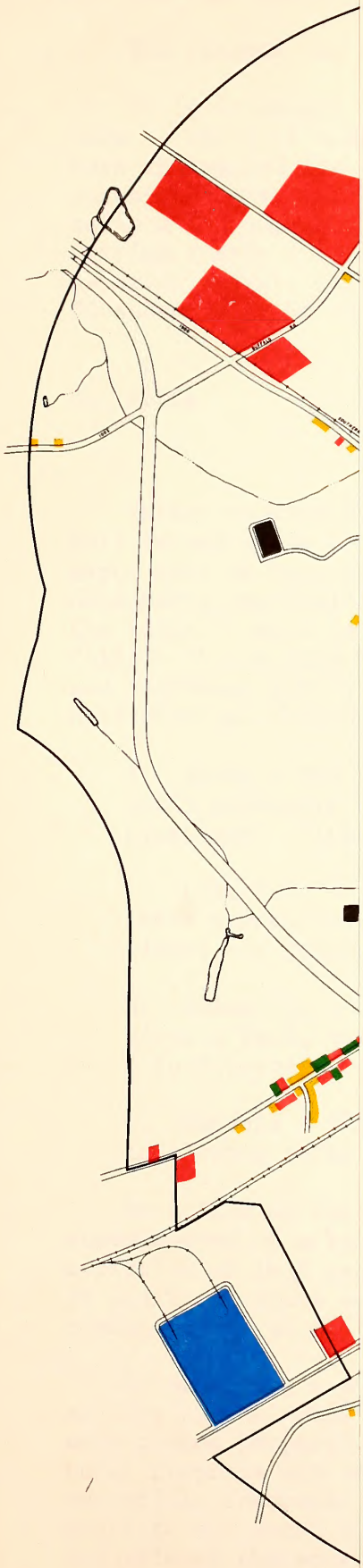
Along U. S. 301 south of U. S. 70-A is a developing complex of trade and service oriented business. Interspersed among these are two small residential areas along with several individual houses. This development pattern had been fairly well established by 1970.

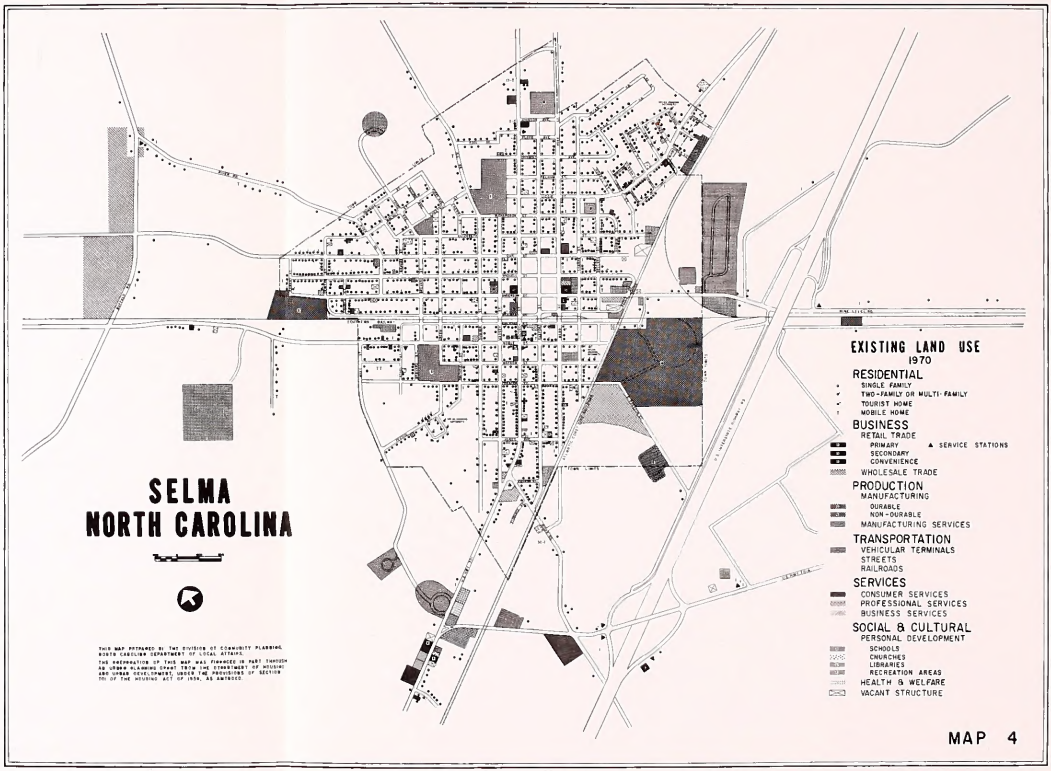
Incompatible Land Use Mixtures

Selma is marked by numerous examples of incompatible land use mixtures. One occurs at the eastern end of Elizabeth Street where an automobile repair garage is located adjacent to some residences and immediately behind some of the public housing units on Kennedy Court. Another is a construction company located on Oak Street with public housing units adjacent to it. At the intersection of Church and Waddell Streets is an automobile repair shop in the midst of a residential area. Another is the acknowledged problem created by the location of the sanitation building at the corner of Webb and Watson Streets in a predominantely residential area.

All of the above and many not specifically mentioned have one thing in common: their obtrusive appearance in a quiet residential neighborhood. In several of the instances cited, comparison of the 1970 and 1976 land use maps leads one to conclude some of the incompatible uses came after zoning in 1968. More stringent adherence to the zoning ordinance should have prevented some of these deficiencies.


PINE LEVEL RD
EXISTING LAND USE
1970
RESIDENTIAL
SINGLE FAMILY
TWO-FAMILY OR MULTI-FAMILY
TOURIST HOME
MOBILE HOME
BUSINESS
RETAIL TRADE
PRIMARY
SECONDARY
CONVENIENCE
▲ SERVICE STATIONS
WHOLESALE TRADE
PRODUCTION
MANUFACTURING
DURABLE
NON-DURABLE
MANUFACTURING SERVICES
TRANSPORTATION
VEHICULAR TERMINALS
STREETS
RAILROADS
SERVICES
CONSUMER SERVICES
PROFESSIONAL SERVICES
BUSINESS SERVICES
SOCIAL & CULTURAL
PERSONAL DEVELOPMENT
SCHOOLS
CHURCHES
LIBRARIES
RECREATION AREAS
HEALTH & WELFARE
VACANT STRUCTURE
MAP 4




SELMA
NORTH CAROLINA
EXISTING LAND USE
1970
RESIDENTIAL
SINGLE FAMILY
TWO-FAMILY OR MULTI-FAMILY
TOURIST HOME
MOBILE HOME
BUSINESS
RETAIL TRADE
PRIMARY
SECONDARY
CONVENIENCE
SERVICE STATIONS
WHOLESALE TRADE
PRODUCTION
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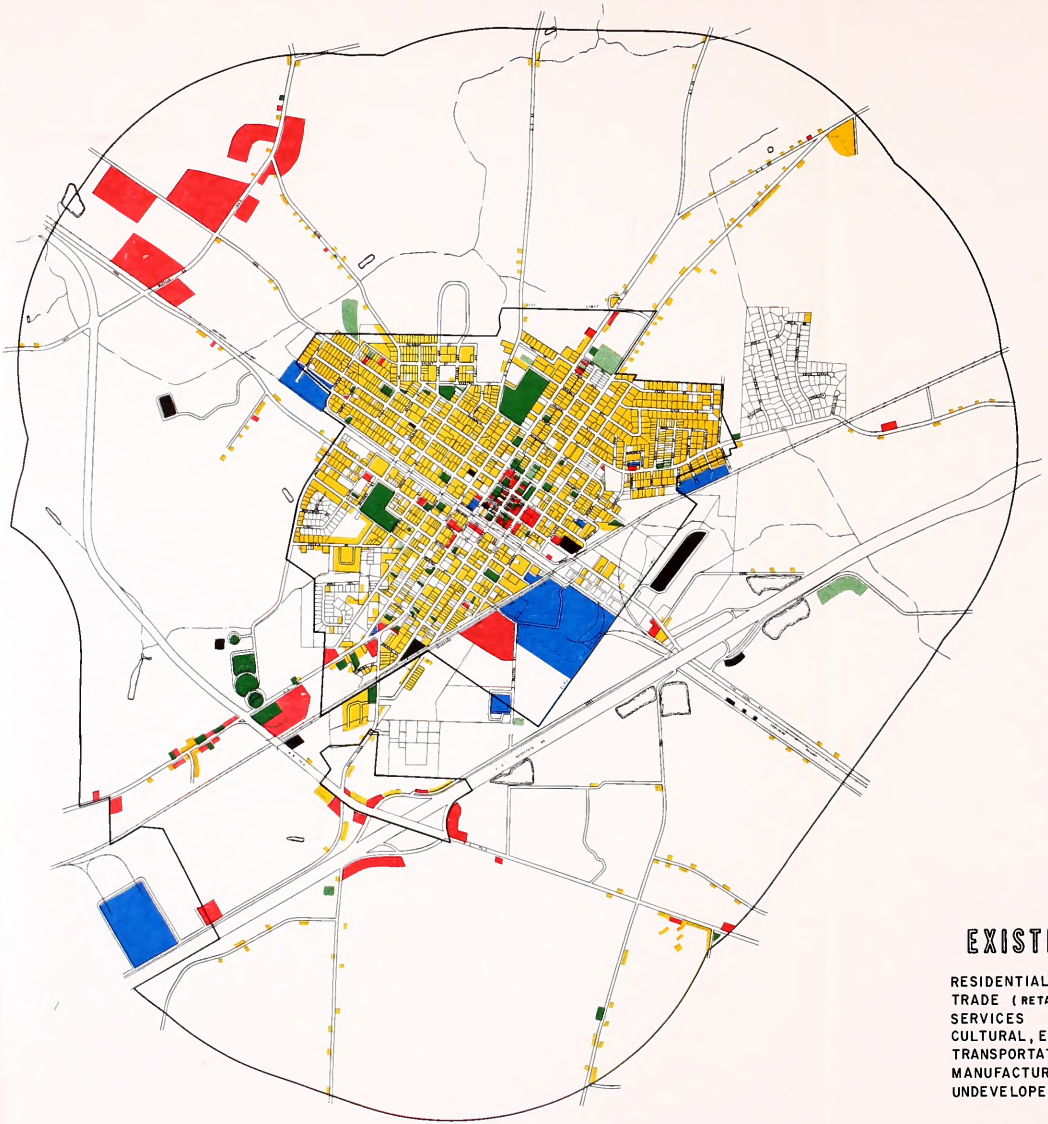
TRANSPORTATION
VEHICULAR TERMINALS
STREETS
RAILROADS
SERVICES
CONSUMER SERVICES
PROFESSIONAL SERVICES
BUSINESS SERVICES
SOCIAL & CULTURAL
PERSONAL DEVELOPMENT
SCHOOLS
CHURCHES
LIBRARIES
RECREATION AREAS
HEALTH & WELFARE
VACANT STRUCTURE
THIS MAP PREPARED BY THE DIVISION OF COMMUNITY PLANNING, NORTH CAROLINA DEPARTMENT OF LOCAL AFFAIRS.
THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

MAP 4

SELMA
NORTH CAROLINA



MAP 5

EXISTING LAND USE - 1976

- RESIDENTIAL
- TRADE (RETAIL & WHOLESALE)
- SERVICES
- CULTURAL, ENTERTAINMENT, & RECREATION
- TRANSPORTATION, COMMUNICATION, & UTILITIES
- MANUFACTURING
- UNDEVELOPED LAND & WATER AREAS

III. The Land and Its Natural Features

A. The Present Use of Land

It is necessary to study the present use of land and compare the uses to those of the recent past so as to understand the forces which have influenced its development. In the spring of 1976, a land use survey of Selma and its planning area was undertaken. While undoubtedly a few changes have occurred since then and the time of this writing (early autumn), the most notable has been the destruction of numerous vacant, dilapidated houses. The base map that will thus be discussed will be accurate within this framework.

B. Soils

General Description

Interpretation of the soil survey field sheets prepared by the Soil Conservation Service in the summer of 1976 discloses that four major soil series dominate within the planning area--Rains, Lynchburg, Goldsboro, and Norfolk. Within town and south of the Southern Railway, the Rains is more prevalent; north of the railroad tracks and east of Pollock Street, the residential areas are located on Rains, Lynchburg, and Goldsboro soils; west of Pollock Street, Norfolk Lynchburg, and Goldsboro are dominant.

1. Rains - The Rains series consists of poorly drained, moderately permeable soils. They generally occur on flats and in depressions. Slopes are generally less than 2 percent.

2. Lynchburg - These soils are also poorly drained, are moderately permeable, occur on flats and nearly level ridges, and the slopes are generally less than 2 percent.

3. Goldsboro - This series consists of nearly level to gently sloping land, and it is moderately well drained. Slopes range from 0 to 5 percent.

4. Norfolk - This land consists of well drained and near level to sloping soils. Slopes range from 0 to 10 percent.

By utilizing the rather detailed soil survey field sheets data superimposed on a base map of the Selma planning area, a rather graphic depiction of land capability for certain urban purposes is revealed. In addition, these capabilities should figure prominantly in the forthcoming update of the town's zoning ordinance.

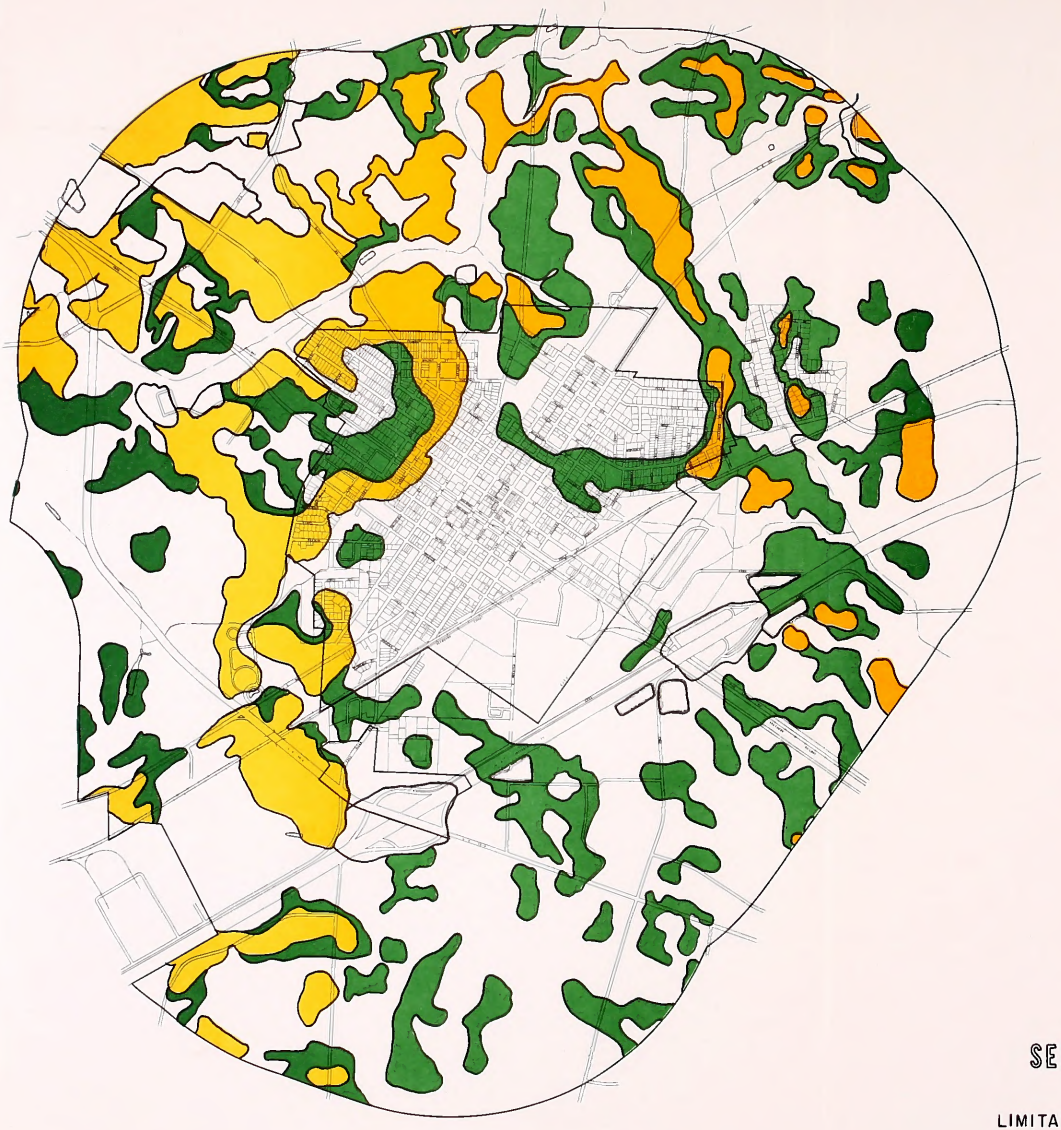
In selecting a site for a home, industry, or recreation, the suitability of the soils at each site must be determined. Some of the more common properties affecting the use of the soils for non-agricultural purposes are soil texture, reaction, soil depth, shrink-swell potential, steepness of slopes, permeability, depth to hard rock, depth to the water table, and flood hazard. On the basis of these and related characteristics, the soil scientists have rated the major soils for specific purposes. The ratings used are slight, moderate, and severe; they are defined below:

SELMA
NORTH CAROLINA

MAP 6

SOIL SUITABILITY FOR DWELLINGS

LIMITATIONS — SLIGHT — SEVERE



SELMA
NORTH CAROLINA

NORTH

SCALE 0 1000

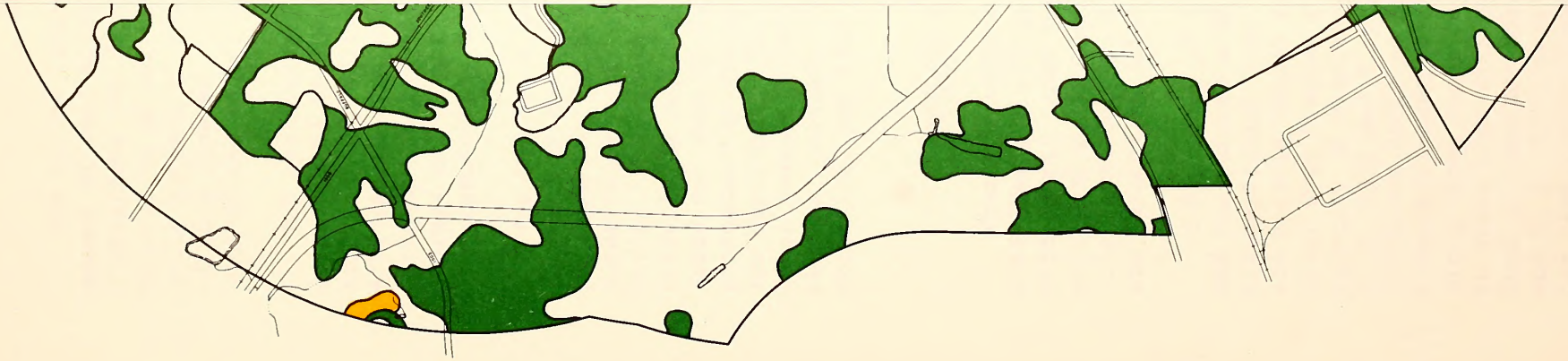
THIS MAP PREPARED BY THE DIVISION OF COMMUNITY SERVICES, TENNESSEE VALLEY AUTHORITY DEPARTMENT OF NATIONAL & ECONOMIC RESOURCES, AUGUST 1970

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH A COMPREHENSIVE PLANNING GRANT FROM THE HOUSING AND URBAN DEVELOPMENT AGENCY UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

MAP 7

SEPTIC TANK SUITABILITY

LIMITATIONS — SLIGHT — MODERATE — SEVERE



SELMA
NORTH CAROLINA

MAP 8

SOIL SUITABILITY FOR INDUSTRIAL SITES

LIMITATIONS

SLIGHT MODERATE SEVERE

Residential Areas Within Town

One of the first things one notices about Map 6 is the large amount of land within town which is characterized as having severe limitations for dwellings, yet there are residences in these areas. Wetness is an all too common characteristic of these Rains and Lynchburg soils because of the prevalence of a high water table. Drainage is often a problem. And as new residences and/or businesses locate on some of the vacant lots, the problem will grow.

For the average homebuilder who elects to build in this area, wetness will be the major problem encountered. However, to the extent that any office, institutional, or apartment building erected will remove some of this land from the open space category, the additional drainage problems may require the consideration of detention storage and controlled release. An amendment to the present subdivision regulations would be the mechanism for implementation.

The Goldsboro and Norfolk series are dominant in the northwestern quadrant of the town. Soils here are well suited for residential purposes but there are not too many vacant lots. The subdivision north of Peedin Road is well situated on the Norfolk series. Increased development here would seem highly desirable, and there is an ample supply of vacant lots. The subdivision south of Jones and west of Sumner Streets is sited on Coxville and Norfolk soils--predominantly--which have severe and slight limitations, respectively, for dwellings. Most of the Coxville land abuts the town limits and Jones Avenue. Residential development here will likely encounter wetness, possible foundation problems due to a moderate shrink swell potential, and high corrosivity of steel and concrete.

Residential Growth in the Extraterritorial Area

When one looks at the housing pattern within the extraterritorial area (Map 1) and notes the areas where slight to moderate problems with septic tanks could be expected (Map 7), it is interesting to note that a fair number of houses are located on such soils. On the other hand though, many houses along U. S. 301 north and S. R. 2332 are located on soils with severe limitations.

Comparisons of the existing land use maps between the 1971 study and the current study are not overly helpful in that some of the extraterritorial area is omitted in the former. The semblances that are notable though are the relatively heavy residential pattern along River Road leading out of town and along S. R. 1900; the general sparcity of residential units on other roads (with the exception of S. R. 2332 and U. S. 301 which were not previously depicted) is as prevalent today as in 1971. A discussion with the town's building inspector confirms the fact that very little construction has occurred along these roads in this six year interval. It therefore seems safe to state that with the exception of Rick's Mobile Home Court on Ricks Road and another mobile home court at the intersection of U. S. 301 and S. R. 2332, residential development in the extraterritorial area has been rather dormant.

The usage of Map 7 could prove a useful guide to potential home-builders who plan to buy land in the immediate vicinity of Selma or within the planning area. As one might expect, the lands most suitable for accommodating septic tanks are also well suited to handle the later provision of full services as the town grows. It is in the town's best interest to promote residential construction on this well drained and suitable soil so as to minimize future problems should annexation occur.

Industrial Development Within the Planning Area

A comparison of the 1970 and 1976 land use maps reveals that the major change has occurred along Buffalo Road in the vicinity of the River Road intersection where additional oil storage facilities and related trade has developed. And while certainly not classified as industry, the motel-restaurant satellite annexation between 1973 and 1976 is and should continue to be a literal "crossroads of economic activity".

C. Drainage

The topography of the land within the planning area is one of the major features which create the area's drainage problems. Associated difficulties are encountered by many residents who live east of Pollock Avenue.

Immediately south of U. S. 301 and N. C. 39 is a band of relatively high (180 foot elevation) Norfolk and Coldsboro soils. Sweeping in a generally southeast and northwest direction, this elevated ground acts as a natural barrier to direct runoff to a major drainage ditch northeast of town.

Drainage immediately to the west of the above elevated land, and from most of the land north of the Southern Railway, is toward the north and Mill Creek which flows into the Neuse River west of town. South of the railway and roughly east of Massey Street is some of the flattest and most poorly drainage soils in town. Drainage in this area is toward the east where it forms Bawdy Swamp. Drainage from the southwestern part of town is carried to a major drainage ditch designed to carry away much of the water that occur in this area and south of the power transmission line going to the U. S. 70-A substation.

Continued development along U. S. 301 north of where it intersects N. C. 39, and along S. R. 2332 in generally the same area will naturally tend to increase water runoff and add further to the volume of water carried by the nearby drainage ditch. As soils suitable for septic tanks in this area are rated as having severe limitations, efforts to restrict future development would have a doubly beneficial effect.

Over a period of time, it seems reasonable to state that additional development in the two subdivisions in the southwestern portion of town will occur. As this happens, the possibility of additional maintenance on the drainage ditches leading from the area becomes a distinct possibility. Contrary to the more developed drainage system previously mentioned, the network southwest of town quite possibly would need upgrading.

By §160A-537, a service district may be created by a city council. This district would be for the purpose of maintaining the aforementioned drainage project, as per §160A-536. Financed through property taxes, families within this specifically defined area would be assessed for the necessary maintenance. In this manner, development could continue but this one additional cost must be borne by those receiving the benefits.

D. Apparent Direction of Urban Development

As envisioned in the recently completed (but not adopted) Sketch Land Use and Development Plan for Johnston County, residential development will occur just north of Selma (apparently along S. R. 2332 and U. S. 301 north). Commercial growth is expected to continue developing around the U. S. 301 - U. S. 70-A and the I-95 - U. S. 70-A interchanges. As examination of the 1970 and 1976 land use maps confirms that this anticipated development is occurring.

An examination of the 1971 Land Development Plan mentions the continued residential growth northeastward of town. But the areas where dense residential growth was expected to occur were in the new subdivisions. There is one platted subdivision northeast of town, but the land it occupies is still in its natural state. The growth that has occurred outside of town has been of the low density type with the exception of a mobile home park or two.

Highway commercial development (trade) was to be promoted along the proposed major thoroughfare between Selma and Smithfield in the vicinity of the proposed I-40 interchange. While the exact route to be followed by I-40 is still unknown as of early October, the development envisioned along U. S. 301 between Selma and Smithfield has continued to growh. This has mainly been of the trade and service sectors, though a small mobile home court has located along the route also (in spite of the fact that this strip is zoned for highway business).

Mobile home courts continue to grow in popularity because of two major factors. The first is the fact that rental housing in Selma is rather limited (computed to be a low of 3.5 percent in Selma's 1976 Housing Assistance Plan) and the second is that the increasing cost of a single family detached dwelling is prompting more and more people into the only option available--a mobile home.

Rick's Mobile Home Court on Ricks Road and Ward's Mobile Home Court at the intersection of Webb Street extension and U. S. 301 north

are the major parks around Selma, though Saul's--just outside the town limits on U. S. 301 north--was not in existence at the time of the previous study. Of the three courts, Rick's is located on the most suitable soil--Goldsboro--and it is rated as having moderate limitations for septic tanks. The other two--Ward's and Saul's--are located on Lynchburg and Rains soils respectively--both of which have severe septic tank limitations.

Of the three, only Saul's is partially served by sewer lines--more than half of the mobile homes as a matter of fact. Of the other two, Ward's is too far beyond the town limits to be sewered and the absence of septic tank problems at Rick's does not lend itself to a pressing need for such services any time soon. From a health perspective though, it would seem desirable to get the remaining four or five mobile homes at Saul's Park tied into the town's sewer system--particularly since the line now runs past the site.

In essence then, trade and residential (motels) are clearly dominant in the I-95 interchange area; trade and services--with some residential interspersed among them--continues along U. S. 301 south; and wholesale trade--in the form of oil storage facilities--has clearly established itself along Buffalo Road. No clear pattern of residential growth has developed since the 1971 study. Vacant lots that once existed along Pecan and Dixie Drives are now mostly occupied; the two new subdivisions platted since 1971 in the southwestern portion of town contain numerous vacant lots where growth could be directed, keeping in mind some areas have severe limitations.

E. Other Development Factors

Historic Properties

Several buildings of historical significance have been identified with Selma. A partial inventory has been completed by the North Carolina Division of Archives and History, but further work on the subject is needed.

Commercial

Branch Banking and Trust Company Building, northeast corner of Raeford and Anderson Streets. A very handsome example of Neo-Classical style banks popular about 1900-1925. Especially notable are the well-executed columns flanking the entrance, and the fine side treatment with pilasters and panels accenting the windows. The building is a pivotal element in the character of the downtown.

Coastal Plain Life Insurance Building, southeast corner of Anderson and Raeford Streets. Built in 1916 as office rental space, this massive brick building is eclectic in character, with strong Spanish revival flavor. The brackets along the roofline and the inset corner entrance area with arched openings are especially notable.

Western Auto Store, northeast corner Raeford and Waddell Streets. Brilliant terracotta ornament with sculpted classical ornament enhances this one-story brick building, perhaps originally an automobile dealership. It is a fine example of the colorful commercial buildings of this type, which usually date from the 1920s. The well-preserved urns and other ornamentation along the top create a picturesque roofline.

Industrial and Transportation

Selma Mill. Anderson Street at Center Street. The large late 19th century factory was built by M. C. Winston who also owned the Lizzie and Ethel Mills. Cloth was manufactured here.

Selma Railroad Depot. The one-story brick depot is typical of early 20th century railroad buildings; with its long train shed it creates one of the town's chief landmarks.

Residential

House, 312 W. Anderson Street. A fine turn-of-the-century house with a dramatic three-story octagonal tower, and a variety of roof and window forms, typical of late Victorian architecture.

Selma has an active Historic Properties Commission and efforts are presently underway to find a suitable use for the Selma Railroad Depot. The existence of such an organization would certainly tend to support the theory that historical preservation and growth need not be mutually exclusive. Continued efforts should be made in this direction.

Central Business District

Within the downtown area are several vacant buildings--the same situation existed in 1971. While no precise reasons can be given as to why these buildings are vacant, it seems reasonable to say that a sluggish economy within the past year or two has been a factor. As of late 1976, indicators point toward an increased confidence by the consumer as sales continue to grow. Perhaps this resurgence of buyer optimism can produce a business climate that could support new concerns moving into some of these empty structures.

Regardless of the eventual outcome, efforts to maintain the integrity of the businesses downtown should continue, particularly as the envisioned commercial development along U. S. 301 grows.

Pollock Street

While U. S. 301 south of the U. S. 70-A intersection will be discussed later, the recently widened Pollock Street within town justifiably warrants some discussion. Classified as a major thoroughfare, the street is designed to speed traffic flow in town in the north-south direction. But the present existence of a number of va-

cant lots along this widened portion has the possibility of impeding this flow should random development occur.

In an article which appeared in the magazine "House and Home" in September 1971, the detrimental effects of strip development and the advantages of clustering were strongly emphasized. Based on some studies done in a New Jersey township, one strip zoned section of highway was compared with a commercial cluster--one mile east of the strip along the same road. Over a three year period (1967-1969), the commercial strip produced 79 percent more accidents than the cluster, while traffic counts showed only a 14 percent higher traffic volume for the strip. Furthermore, tax records were checked and over the decade of the 1960s when inflation amounted to 30 percent, the value of property along the strip only increased 19 percent whereas that within the cluster appreciated by 45 percent.

The evidence seems conclusive; clustering reduces accidents, offers minimal disruption to the traffic flow, and is much more likely to result in increased property values than uncontrolled strip development. Through the judicious development and use of subdivision regulations and zoning, the number of access points along Pollock Street could be controlled with the high probability that the pattern previously revealed could repeat itself in Selma.

Transportation

An expanding road network--primarily in the form of U. S. 70-A--has been the major transportationchange in the Selma planning area since the 1971 study. This addition--not to mention the already existing I-95, U. S. 70-A interchange--has facilitated movement into and from Selma and obviously reduced much previous "through" traffic.

The following maps depict the 1971 preliminary thoroughfare plan and the 1976 proposed plan. The major changes made between the two are as follows:

1. The lack of heavy traffic in comparison with other major thoroughfares in town has led to the downgrading of this segment of Webb Street from Lizzie Street north to where it intersects with U. S. 301 north.

2. The Oak Street connector has been proposed to facilitate continuous east-west traffic and divert cross town traffic from having to pass through the center of town.

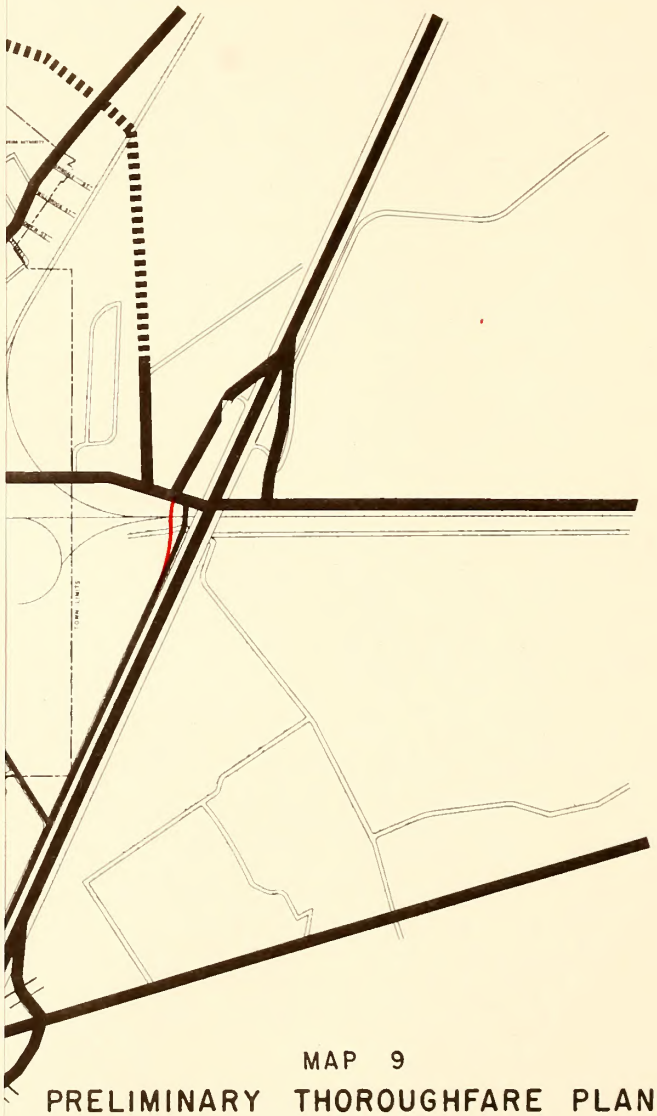
3. The Sumner Street connector is proposed to form a continuous straight line and speed traffic to the other side of town.

4. The connector between Parrish and Jones Streets was eliminated because of the lack of traffic justification and the undesirability of having heavy traffic crossing the railroad tracks.

5. The proposed extension to Anderson Street (on the 1971 plan) was eliminated because of its proximity to the Anderson Street, I-95 intersection and the distinct possibility of traffic backups on the I-95 south exit ramp leading to Anderson Street.

6. Anderson Street is now proposed to turn roughly north near the town limits, run roughly parallel to Eastern Manufacturing Company, and link up with Hobby Drive east of town.

7. The proposed northern loop now intersects with the northern edge of Hobby Drive to eventually intersect with S. R. 1001 in the vicinity of a proposed 1985-2000 industrial site.



MAP 9

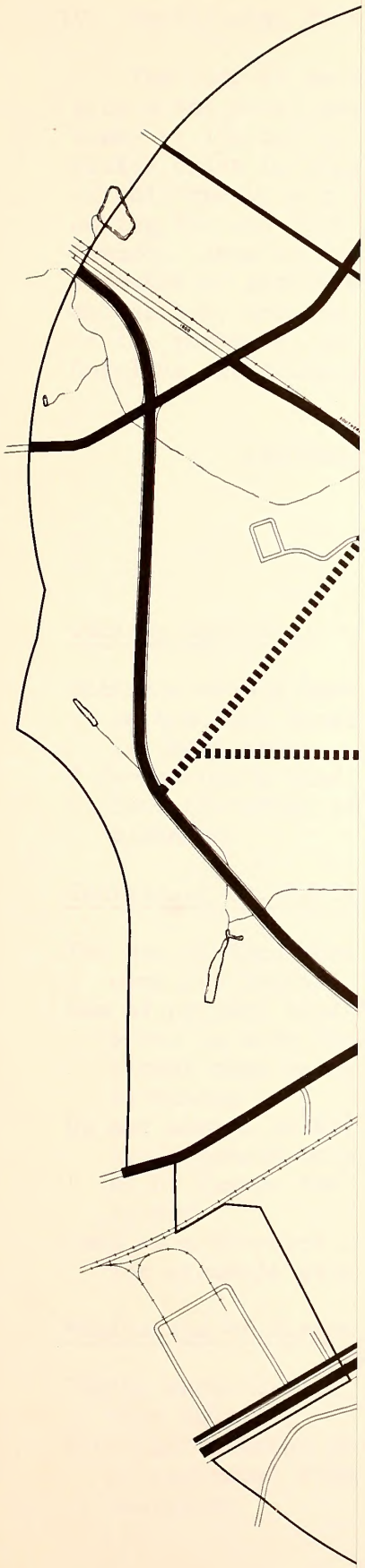
PRELIMINARY THOROUGHFARE PLAN

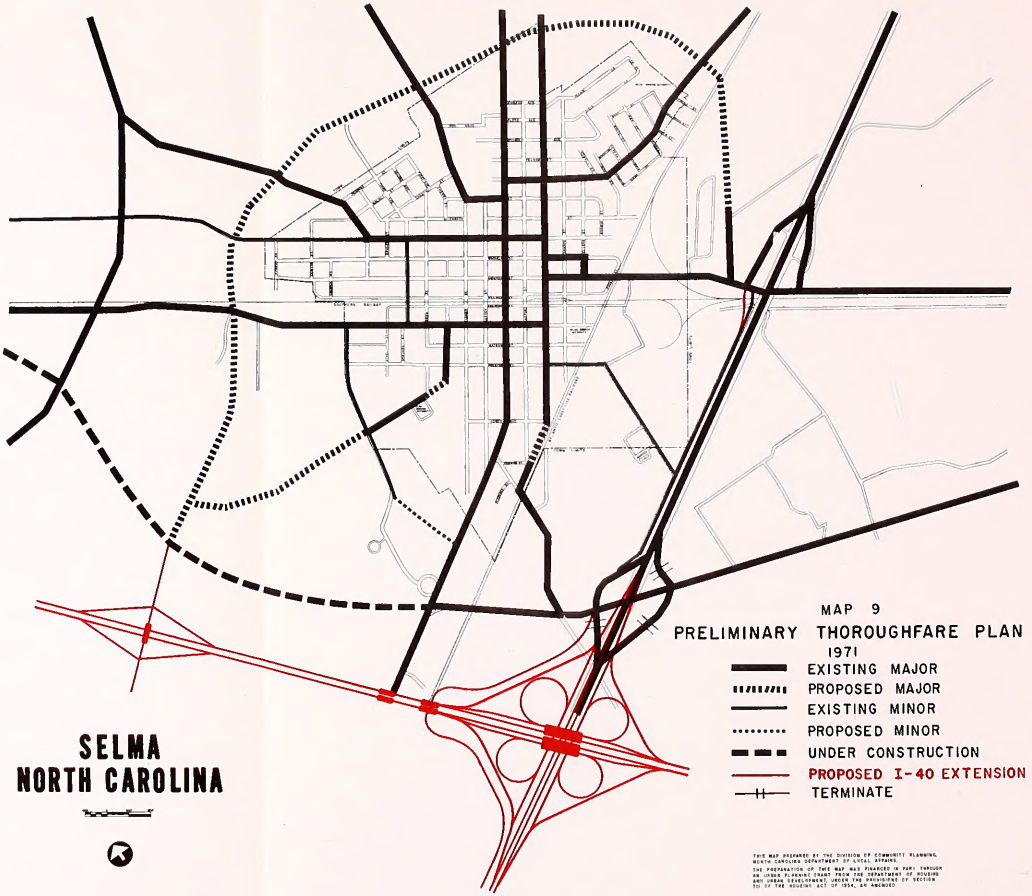
1971

- EXISTING MAJOR
- PROPOSED MAJOR
- EXISTING MINOR
- PROPOSED MINOR
- UNDER CONSTRUCTION
- PROPOSED I-40 EXTENSION
- TERMINATE

THIS MAP PREPARED BY THE DIVISION OF COMMUNITY PLANNING, NORTH CAROLINA DEPARTMENT OF LOCAL AFFAIRS.

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.





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NORTH CAROLINA DEPARTMENT OF LOCAL AFFAIRS,
AND PUBLICATION OF THIS MAP WAS FINANCED IN PART THROUGH
AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT UNDER THE PROVISIONS OF SECTION
701 OF THE HOUSING ACT OF 1954, AS AMENDED

SELMA
NORTH CAROLINA

MAP 10

PROPOSED THOROUGHFARE PLAN - 1976

	EXISTING	PROPOSED
MAJOR THOROUGHFARES	▬▬▬	▪▪▪▪▪▪▪▪▪▪
MINOR THOROUGHFARES	———	·· ·· ·· ··

IV. Development Potential

The Town of Selma possesses a good deal of potential for future growth and development. But while the growth possibilities may be somewhat limited by less-than-ideal soil conditions, ample opportunities exist to shape the type of development that will occur. Much of this can be attributed to an agressive town government which is making inroads into correcting past deficiencies and planning for the future. Another important factor is an increased awareness of--and a desire to participate in--decisions that affect the locality, state, and nation; perhaps this can best be illustrated by extracting some of the responses to a mail questionnare distributed by the North Carolina Agricultural Extension Service in 1975.

TABLE 16
RESPONDENTS' ATTITUDES TOWARD SOME LAND-USE ISSUES IN JOHNSTON COUNTY

	N = 74		State N = 3054	
Citizen Appraisal	% Disagree	% Agree	% Disagree	% Agree
Citizens should have more say on how land should be used in their area	4	90	4	91
I favor county land use planning	14	65	11	68
I favor statewide land use planning	32	47	29	47
Individual vs. Public Rights	**County**		**State**	
The use of land should be based upon the overall public good	8	84	14	77
Use of private land should be based on what the owner wants rather than being restricted by zoning	32	54	52	38
No one should be allowed to use his property in a way that might damage the property of others	3	94	3	94
Land is a resource to be traded for economic gain	43	33	48	32
Evaluation of Current Efforts				
Zoning restrictions hurt more than help	52	20	61	18
Good agricultural land should be preserved from urban development	22	75	22	64

In the category of Citizen Appraisal, respondents from the county and the state were fairly close in the opinions on land-use planning. Views among state and county respondents were again close in the individual vs. public rights category with the exception of the views on zoning. While more county residents agreed that zoning should not be used to restrict the use of private land, just the opposite view was held by the state respondents. This county opinion is rather difficult to explain--particularly in light of just the oppoviews expressed in the other statements in that category--but one is left with the impression that while the use of land should be based upon the overall public good, zoning is not welcomed as the implementation method. While this does sound somewhat contradictory, perhaps the overall public good should be more heavily emphasized and zoning is only one of several methods for achieving this good. And in the Evaluation of Current Efforts category, the views of the two populations were again fairly similar.

Another aspect of the same study sought respondents' attitudes toward community services and opportunities. The following table depicts some of the responses.

TABLE 17
ATTITUDES TOWARD COMMUNITY SERVICES AND OPPORTUNITIES WITHIN JOHNSTON COUNTY

Category	Johnston County		State	
	Poor(%)	Good+(%)	Poor(%)	Good+(%)
Jobs				
Availability of job training	36	26	27	33
Quality of job opportunities	44	12	36	24
Recreation				
Availability of public parks	41	20	33	34
Quality of parks and playgrounds	35	22	29	35
Housing				
Availability of middle income housing	26	20	19	37
Availability of rental apartments	42	22	26	42

In the Jobs category, a greater percentage of county respondents felt the availability of job opportunities was poor than good; within the state, just the opposite was true. When questioned about the quality of job opportunities though, more than three times as many county respondents considered them poor than good; within the state, the same general dissatisfaction prevailed but not to the same extent.

In both the Recreation and Housing categories, more county respondents were dissatisfied than satisfied; just the opposite was true for state respondents. While admittedly this reflects only a county opinion, there is quite possibly some of this feeling within Selma. And while the development of the Brack Wilson Park will certainly act to mitigate some of these adverse feelings, the almost total absence of rental apartments within town certainly is closely linked with the use in the number of mobile homes just outside of town.

Some of the opinions expressed in the aforementioned tables are useful guides to the planning board and the town government as it seeks to develop a community responsive to the citizen's needs. Some recently enacted statutes can be of assistance in this respect.

A. Statutory Authority

Since municipalities are creatures of the state, they have legal authority to undertake functions that are expressly granted by the state legislature. Since 1971, several new statutes have been enacted, some of which may be useful to Selma.

1. The Municipal Service District Act of 1973 (G. S. 160A-535 through 160A-543). Under this act, the town board may define any number of service districts in order to finance, provide, or maintain districts for any of the following purposes: (1) flood protection works, (2) downtown revitalization projects, (3) drainage projects, and (4) off-street parking facilities.

2. North Carolina Environmental Policy Act of 1971 (G. S. 113A-2 through 113A-20). This act allows local governments to require environmental impact statements from developers of all projects affecting more than two acres of land.

3. North Carolina Bicycle and Bikeway Act of 1974. This act authorizes development of a bicycle and bikeway program in the state, coordinated by the Department of Transportation. Technical assistance is available to local units of government in planning and development of bikeway projects.

4. Community Appearance Commissions (G. S. 160A-451 through 160A-455). Enacted in 1971 and amended in 1973, this act authorizes the creation of a commission to improve the visual quality and aesthetic characteristics of a municipality or county.

5. Compliance of Subdivision Streets with Minimum Standards (G. S. 136-102.6). Enacted in 1975, this statute requires that any tract of land subdivided from and after October 1, 1975, which contains public roads will contain provisions within the plat that the right-of-way and design of streets shall be in accordance with the minimum right-of-way and construction standards established by the Secondary Roads Council for acceptance on the state highway system.

B. Physical and Population Growth

Selma has grown by 4.7 percent in land area between 1970 and 1976. It is a certain fact that additional annexation will occur on Lizzie Street right outside the town limits shortly after construction of the 100 units of Section 8 housing gets underway, since it was agreed upon by the town in its Housing Assistance Plan that such would occur should the plan be approved. The acreage annexed could vary from twenty-one (21) to possibly forty (40). Additional annexation along U. S. 301 South, Ricks Road, and/or in the vicinity of the I-95 interchange is certainly a possibility, since these are the areas where future (and present) development is expected (is expanding).

As previously discussed, the Selma Planning Board felt that the OBERS Series E population projections should be viewed as the lower end of a range spectrum with their estimates as the upper limit of growth. With concerted efforts to attract quality industry to the area and selected annexation in the sections mentioned, the 7,500 population--only a 72.2 percent increase over the 1970 figure of 4,356--is felt to be possible.

C. Economic Base

As discussed in the section on Economy, Johnston County employment figures show a definite trend from a predominantly agricultural economy to that more characteristic of diversification. This is vividly emphasized by the growth in the manufacturing and non-manufacturing employment figures when compared to those in agriculture. In 1962, the contrasting percentages were 42.8 to 39.4; a decade later, the figures were 63.7 to 21.2. So in the period of a decade, employment in the agricultural sector slipped from an almost equal footing with the other two categories to a 1972 position in which it is only one-third of those employed in manufacturing and non-manufacturing.

The present renewed interest in attracting quality industry to Johnston County is accentuated by the combined effort of Selma and Smithfield to obtain the Governor's Award. It is felt that these efforts, plus a desire to benefit from mistakes of the past, and capitalize on the excellent transportation access of the Selma-Smithfield area will prove beneficial in creating employment opportunities and helping to stem to flow of the commuter.

D. Community Facilities

Expanded community facilities in Selma can help pave the way for future development. Some of the more notable achievements and suggestions for the future follow:

1. Supplemental water supply. The Town of Selma presently has an arrangement with the Town of Smithfield whereby the former can be supplied up to 1000 gallons per minute when the level in one of the water tanks drops to a certain point. This ensures that within the next two to two and a half years--until a decision is reached by the town board as to whether or not

the town would be interested in participating in possibly a county maintained water distribution system--an increased demand could easily be met.

2. Sewer plant. Under the "201" Facilities Plan, Selma's wastewater treatment plant will be closed down and its (and the other participating communities) wastes will be treated at the county maintained Smithfield facility--which will be upgraded to handle 2.91 million gallons per day.

3. Highway improvements. Since the 1971 study, U. S. 70-A has been developed and now, trucks that once used to travel Selma's busy downtown streets going to and from the oil storage facility, can quickly and safely by-pass the town. A good portion of U. S. 301 within town has been widened to speed up traffic flow and more adequately fulfill the demands of a major thoroughfare.

4. Johnston County Airport. The impending development of this air facility near the intersection of U. S. 70 and S. R. 1501 near the Burkett, Jones Crossroads should further enhance the growth potential of the Smithfield-Selma area.

5. Electrical improvements. The Town of Selma is presently in the process of converting its 4KV electrical system to that of 12 KVs. Scheduled for completion in the early 1980s, this process will allow the town to reduce its present electrical load and provide ample opportunity for expansion in the future--by a factor of 3 over its old 4KV network.

6. Parks and recreation. The addition of a full time recreation director, a wide range of recreational programs, and the relong-term lease agreement to develop the Brack Wilson Park emphasize the town's desire to provide a wide range of leisure time activities for the present and future residents.

E. Housing, Neighborhood Development Programs, and Code Enforcement

With 183 units of public housing in existence in 1976, and an additional 100 recently approved by the Department of Housing and Urban Development (HUD), the town's leadership role in providing low-income housing for the Selma-Smithfield area is well established. At the time of the 1971 study, 108 units of public housing existed; this amounted to 7.4 percent of the 1456 units in existence at the 1970 Census. By 1976, with 183 such units,--considering the most recent changes in the housing units reflected in Table 9 --this category amounts to 12.6 percent of the 1457 units within town.

The existing Neighborhood Development Programs have had a major impact upon land in Selma, clearing between ten to twenty acres of substandard housing. Just since the start of a code enforcement program in early 1976, housing occupying slightly more than twenty-one acres has been eliminated. Programs such as these have been instrumental in eliminating many of the substandard houses within town.

F. New Planning Tools

Selma's potential for continued economic development is enhanced by several new planning tools and developments such as:

1. Community Development (CD) Block Grants. Selma has a Community Development Department with a full time director. A well coordinated CD program is underway where problems such as drainage, recreation, and housing, as examples, are being addressed.

2. "201" Study. A comprehensive study of the "201" area has been completed and agreement reached among the participants that the present Smithfield wastewater treatment plant will become an expanded county-maintained facility that will handle the area's wastewater. This heavily federally funded project with its greatly enlarged capacity will add to Selma's attractiveness as a possible industrial site.

3. Triangle J Council of Governments Studies. Selma's and Johnston County's participation in this regional council can do much to ensure that the envisioned growth of the future is coordinated with regional plans, and that the impact of this growth can be accommodated.

G. Citizen Awareness

The renewed interest in citizen participation is perhaps best expressed in the requirements of the Community Development legislation. Through public meetings, the citizens are encouraged to express their desires about ways in which the CD money will be spent. Through invitations to civic clubs and the like, the public has had an opportunity to learn about the impending future land development plans. It is hoped that these experiences will be the beginning of increased citizen awareness in the governmental and planning processes.

This chapter was not intended to be an exhaustive analysis of the potential of the Selma area. Opportunities for development are ample and with the expanding participation by the county in water and sewer operations, much of the infrastructure for growth is already underway.

Having briefly examined Selma's development potential, the next step will be the updated Land Development Plan, the foundations of which were discussed in this section.

V. Plan Formulation

A. Projection of Future Land Requirements

With the projected population of the Selma planning area expected to be about 6,827 persons by 1985 (see Appendix III), calculations designed to accommodate this additional growth in residential, commercial, industrial, and transportation acreage were done to produce the following projections for 1985:

TABLE 18
1985 ADDITIONAL LAND REQUIREMENTS

Uses	Acreage
Residential	112 + 21*
Commercial	44 + 10*
Industrial	91 + 5*
	283

*Amount within each category allocated to transportation.

This additional acreage is envisioned to produce the following characteristics throughout the planning area:

TABLE 19
1985 PLANNING AREA CHARACTERISTICS*

	Urban	Rural
Population	5,536	1,291
Land Area (sq. mi.)	2.17	8.63
Density (pop./sq. mi.)	2,551	150

*See Sheet 5 of Appendix III for details.

By the year 2000, the anticipated planning area population is projected to be 8,769. As with the 1985 calculations, the process followed to compute the land needed under the land classification system resulted in the following tables:

TABLE 20
LAND ACREAGE REQUIREMENTS FOR 2000

	1975-2000	1985-2000
Residential	308	196 + (56-21)*
Commercial	132	88 + (30-10)*
Industrial	183	92 + (12- 5)*
		438

*Amount within each category allocated to transportation.

TABLE 21
2000 PLANNING AREA CHARACTERISTICS

	Urban	Rural
Population	7,559	1,210
Land Area	2.85	7.95
Density	2,652	152

With this background, the next area for consideration involves the designation of sites to accommodate this growth, the rationale behind the selection process, and the intensity desired.

B. Plan for Future Land Uses

In developing the land use plan for Selma, an overt attempt to link the proposed land classificationsystem for North Carolina with the future land requirements to accommodate the town's growth was made. The following briefly describes this proposed system.

The Proposed Land Classification System for North Carolina

In 1974, the North Carolina General Assembly directed the Land Policy Council to develop a land classification system "promoting the orderly growth and development of the state in a manner consistent with the wise use and conservation of the land resources."[14] If adopted by the upcoming session of the General Assembly, the land classification system should prove to be a useful guide in promoting growth and preserving the life style desired by Selma residents.

Under this system, land is to be classified in five different categories, dependent upon existing and anticipated uses. A summary sheet depicts this in more detail.

TABLE 22

SUMMARY OF LAND CLASSIFICATIONS

Land Classes	Purpose	Characteristics	Services	Residential Population Density
Developed	To provide for continued intensive development and redevelopment of existing cities	Lands currently developed for urban purposes with urban services available.	Usual municipal or public services including water, sewer, recreation facilities, police, and fire protection, etc.	Existing moderate to high density
Transition	To provide for future intensive urban development on lands that are most suitable and that are most likely to be scheduled for provision of necessary public utilities and services	Lands being developed for urban purposes but which do not yet have usual urban services, lands necessary to accommodate population growth for next ten year period, lands which can be readily serviced with usual urban services, lands generally free from severe physical limitations for development	Usual municipal or public services to be made available at the time of development or soon thereafter.	Moderate to high density land uses
Community	To provide for clustered mix uses to help shopping, housing, employment and public service needs within the surrounding region	Lands characterized by a cluster of residential and commercial land uses in rural areas.	Limited municipal type services such as fire protection, etc. may have public water but no public sewer systems. Public sewers possible only to correct an existing or projected public health hazard.	Clustered low density (Suitable for private septic tanks)
Rural	To provide for agriculture, forest management, mineral extraction and various other low intensity uses on large sites including residences where urban services are not required and natural resources will not be unduly impaired; to encourage preservation of scenic resources and guard against the premature or unreasonable alteration of irreplaceable, limited, or significant natural, scenic, historic or other resources not otherwise classified.	Lands identified as appropriate locations for natural resource management and allied uses, lands with high potential for commercial agriculture, forestry or mineral extraction; lands with one or more limitations that would make development costly and hazardous; and lands containing irreplaceable, limited, or significant natural, recreational, or scenic resources not otherwise classified.	Private septic tanks and wells. Other services such as rescue squad, police and fire protection, etc.	Low density single family residence on large sites to be determined by local conditions and planning standards.
Conservation	To provide for effective long term management of tracts of land consistent with their significant, limited, or irreplaceable natural, recreational, or scenic resources essentially undisturbed by human occupancy	Lands that contain major wetlands, undeveloped shorelands that are unique, fragile or hazardous for development, necessary wildlife habitats, publicly owned water supply watersheds and aquifers, large undeveloped tracts of forests with limited access, lands with one or more characteristics which would make development unwise, lands providing significant recharge to groundwater, and lands which contain significant natural scenic, or recreational resources	No services and limited access only	Essentially no residential development

It is particularly worth of comment that the classification of land is not inflexible. It is anticipated that the plan will be updated and refined every five years. In addition, land classification plans may be amended at any time if the petitioner, whether a unit of government or a private interest, can demonstrate that such a change to the plan would be in the public interest. The criteria for approval of proposed amendments, however, should be very strict so as to discourage numerous amendments to the plan.

The land classification system is not synonymous with zoning, but with the inevitable cost and discussion that accompanies the process, is being proposed as a means of reducing the even higher costs of unplanned development. The system is intended to help guide the location of urban development; and it will, therefore, have an impact on future land use.

How will the land classification system fit into local plans? The latter will now have the benefit of a framework within which to plan and the confidence that state and federal funds will be spent only within these boundaries. Thus, land classification plans and other local plans should complement and enhance one another rather than hindering one another.

And should this system not be adopted by the General Assembly, the Town of Selma will still have benefitted from the discussions as many of the concepts developed in classifying the land within the planning area have proved invaluable in drawing up the land development plan. Should the land classification system be adopted though, the town will already have met the major requirements of the legislation.

1985 Land Use Plan

Utilizing the reasoning and procedures developed in the previously mentioned land use manual developed by the Piedmont Triad Council of Government, acreage requirements and densities for 1985 and 2000 were calculated. After numerous lengthy discussions with planning board members, public officials, and representatives of several of the town's civic clubs, consensus was reached on the areas where certain types of development should be encouraged.

From these disussions, the rationale behind designating certain areas for development envolved, as follows:

Residential - Between now and 1985, residential development is expected to occur within three areas of the Selma planning area--one within town and two adjacent to the present limits. The first of these is in the southwestern part of town in the vicinity of Ethel Street and the area south of Jones Avenue. The land here is characterized by a meandering pattern of soils with slight and severe limitations for dwellings. Since these subdivisions are already provided with the basic services of water and sewer, it seems perfectly logical to encourage the further development of these lots so as to minimize additional public expenditures and discourage random development out-

side of town. It is to be hoped that through efforts to educate the public to the town's land development plan, the suitability of certain types of land for residential purposes will be emphasized. Therefore, construction of dwellings on less desirable soils should be reflected in somewhat more stringent standards so as to minimize some of these anticipated adverse effects. It is well to keep in mind though that roughly 70 percent of the soil within Selma is characterized as having severe limitations for dwellings, yet a substantial portion of this land has been built upon.

One of the two areas outside of town lies along Ricks Road between the town limits and the satellite annexation area. The existence of Rick's Mobile Home Court with its forty to fifty mobile homes gives a heavily residential atmosphere to the immediate and surrounding properties. And with the increased development within the I-95 interchange area, the eventual link up between the town and its "satellite" via Ricks Road seems not only inevitable but desirable.

The other area where residential growth is expected is along Lizzie Street, just outside of town. One hundred additional units of public housing--to be built at a density of approximately five units per acre on land to the north along Lizze Street--will act as the catalyst to promote development of this platted but undeveloped land. Full urban services will be extended to the project and annexation should occur shortly before the first family moves in. This services extension is expected to promote additional housing construction for private citizens later in the 1970s and 1980s.

Initial expansion beyond Lizzie Street can easily hook up with the existing 10" interceptor serving the area. As additional growth occurs, the phasing of the wastewater facilities construction calls for the construction of interceptors and a pumping station between 1977 and 1982 that will handle this and future growth in the area.

Commercial - Commercial development, characterized as trade and services, is expected to increase along U. S. 301 south of U. S. 70-A and along the exit ramp off I-95 north at the I-95, U. S. 70-A interchange. Development of this sort is already in existence at both of the areas.

Growth along U. S. 301 has been very slow since the 1970 plan, mainly due to the lack of water services along this major highway. It is envisioned that this deficiency will be remedied prior to 1985 by extension of the lines (presently serving the nearby GTE-Sylvania plant) under the railroad tracks. Once this happens, commercial development along this corridor linking Smithfield and Selma should take place rapidly.

As mentioned previously, the possibility of encouraging clustering should be considered even though the amount of vacant land along the street is somewhat limited. The recently completed Johnston County Sketch Land Use and Development Plan contains proposals for four-laning U. S. 301 from I-95 at Holt Lake thorugh Smithfield and on to Selma. While it is impossible to say when this widening will occur,

or how much land on one or both sides of the road will need to be acquired, the adverse effects of strip development and its negating the purpose of a major thoroughfare should be foremost in mind as development occurs.

The I-95 interchange area has grown rapidly since the first forty-two acres were annexed in 1973. Dominated by a combination of motels, service stations, and restaurants, the major segment that is envisioned for development well before 1985 lies adjacent to the I-95 north exit-ramp. Some interest has already been expressed in this property and it seems reasonable to state that commercial growth is expected and desirable, and that annexationwill be in conjunction with development. Growth here is also in accordance with the phasing of the "201" construction.

Industrial - Selma and the nearby Town of Smithfield are presently actively engaged in seeking the Governor's Award. The basic purpose behind this effort is to produce a more positive and coordinated approach in attracting industry to the area. Part of the stipulations require that several possible industrial sites be designated and options for their purchase be obtained. Accordingly, efforts have been made to coordinate the designation of some of these sites into the areas most suitable for industrial expansion by 1985.

Seeking to combine the aspects of vacant land, soils with slight to moderate limitations, and good access to a transportation network, several possible sites were chosen where industrial development could possible occur. Recognizing the more reasonable possibility that only one of the sites would be utilized, it was nevertheless felt that several possible choices should be available to a prospect. The relatively large figure of ninety-one acres is felt to be reasonable in view of the excellent transportation network in and around Selma.

The properties along U. S. 301, Lizzie Street beyond the town limits, and that in the southeastern quadrant of town were three of the prime sites being put forth by the Industrial Site Committee in its efforts to obtain the Governor's Award for Selma and Smithfield. All three sites can be easily supplied with utilities and all have access to a well developed transportation network. The first two sites are on soils classified as having moderate limitations for industry; the other site is classified as having severe limitations but due to its precise location, it is felt that these problems could be overcome--witness the nearby location of Gurley's Seeds with some of the heavy equipment it has in place on this "less than desirable" soil.

The other site is west of town on S. R. 1900. The area designated has soils with moderate limitations but is conveniently located adjacent to a rail-line and sits astride a major thoroughfare. Water and sewer lines presently extend slightly past the site and it could be provided these services with ease.

It is to be noted that the figures used in Sheet 2 were based on an assumption that employment in the manufacturing sector would grow

by approximately 30 percent between 1975 and 1985 among those living in the Selma planning area. This figure did not seem unreasonable in light of a 1974 Research Triangle Institute report entitled Economic Development Strategy, Phase I, and employment projections (from the Employment Security Commission) within the Region J area which did not expect any substantial increase in this sector within the state or the region, respectively, up to 1990.

Intensity of Development - The platted subdivisions in the southwestern sector of town are envisioned to accommodate single family units at an intensity of 3.0 per acre. It is further assumed that only 25 percent of the lots available will have been developed by 1985.

In the area adjacent to Ricks Road, which is mainly given over to a mobile home court, continued development in this area is expected to be dominated by mobile homes, and eventually, apartment construction should begin. Under the present county mobile home ordinance, further expansion of existing mobile home courts or the creation of new ones require a minimum lot size of 15,000 square feet per unit if unsewered or 5,000 square feet if sewered. The anticipated density when full services are extended is expected to be between five and six mobile homes per acre. The overall intensity of development will approximate three to four units per acre.

As mentioned previously, the one hundred units of Section 8 housing to be built beyond the present town limits on Lizzie Street will occupy approximately twenty-one acres for an intensity of five units per acre. Other lots are expected to accommodate single family units at roughly two per acre. The expected intensity of development by 1985 should be between three and four units per acre.

2000 Land Use Plan

Following the same basic procedures outlined in Appendix II, calculations for transition land between the years 1985 and 2000 were done. After some discussion at one of the planning board working sessions, several modifications were made to bring some of the acreage projections more in line with what would be considered more reasonable. The major change occurred when the new residential acreage allocated to transition was reduced to 308. This modification had the result of increasing the density in the 1975-2000 overall transition zone beyond the suggested 1920 per square mile to 2400 (see Sheet 10) with the final result being an increase in the overall urban density (a combination of developed and transition zones) over that of 1985. This was desirable in that it is more cost effective to develop vacant urban land than encourage unrestrained growth on unserviced vacant land beyond the corporate limits.

The rationale behind the areas selected for development follows:

Residential - Responding initially to a hundred unit complex of public housing in the late 1970s, the area presently beyond the corporate

limits and north of Lizzie Street was phased for development: approximately forty acres (exclusive of the transportation network) by 1985 and forty-seven more (exclusive of the transportation network) by 2000. Two other influencing factors expected to encourage development are the proposed northern highway loop around Selma and the construction of an eight inch interceptor slightly west of Hobby Drive to a pumping station just across I-95. The former is a part of the proposed 1976 thoroughfare plan and the latter conforms to the "201" facilities plan.

The interceptor is phased for the period between 1977 and 1982. This line should act as a catalyst to further development and as this development occurs, consideration should be given to building a portion of the proposed northern loop in the developing area. Though expensive, development of portions of the by-pass would possibly be viewed as justification by the state to complete construction.

The approximately forty-nine acres east of Webb Street extension to the previously discussed subdivision form a natural extension of residential growth to the sixteen acres north of Pecan Drive scheduled for development between 1977 and 1985. The filling in of this area is envisioned to complete the major expansion of urban service in this quadrant of town.

The heavily residential pattern of development within the town limits in the northern portion of town seems natural for further expansion. Most of the soils north of the town boundary are good for dwellings (have slight limitations) and the twelve inch northside interceptor--in accordance with the "201" facilities plan--is scheduled for construction in the early 1990s. Approximately ninety acres are scheduled for eventual development.

In the southwestern portion of town between Booker Street and West Street are approximately ten acres of land which seem suitable for development between 1985 and 2000. Most of the land is well suited for dwellings and it is adjacent to a subdivision where further residential construction is being encouraged under the 1985 phasing schedule.

Commercial - It is anticipated that early in the 1985-2000 period--if not slightly earlier--U. S. 301 between Smithfield and Selma will have access to a municipal water supply (it already has access to a fifteen inch interceptor running parallel to the Seaboard Coast Line Railroad). Development of property along this major highway is expected to continue to be of a commercial nature. Twelve additional acres are allocated for this purpose.

Approximately twelve acres of land between S. R. 2380 (east of Selma airport) and the exit ramp off I-95 south are envisioned for development between 1985 and 2000. Acting to promote growth in this area is the laying of an interceptor northwest of the airport to run roughly along the contour of the drainage ditching to a proposed pumping station on the other side of I-95. In accordance with the "201" facilities

plan, this line should be laid between 1977 and 1982; the anticipated development should follow shortly.

The expanding commercial growth along U. S. 301 south of 70-A is envisioned to turn and move eastward along 70-A and eventually link up with the Sheraton Motel complex. Soils along this highway have moderate limitations and the properties are already within existing sewer service areas. It seems safe to say that this area will be served by water by the mid 1980s and this full provision of services will serve to solidify commercial growth from the interchange westward to U. S. 301 and southward along that route.

Approximately forty-four acres of land adjacent to and north of the satellite annexed area is projected for commercial development between 1985 and 2000. Contiguous to a minor thoroughfare (Ricks Road) and a rather highly developed interchange area, it seemed natural for this land to open up to this type of growth. As with much of the land around Selma, most of the land in the proposed tract has severe limitations for buildings but with a recognition of this fact and advance planning about construction, it is felt this drawback can be overcome.

Industrial - One of the few tracts of land within the planning area rated as having slight limitations is an approximately fifty-three acre site immediately north of Lizzie Street extension approaching the extraterritorial boundary. A water line supplying water from Smithfield to the proposed Squibb plant in Kenley will be running past this site shortly. For these reasons plus its access to rail lines, the land seems particularly well situated for later industrial development.

West of town and at the intersection of S. R. 1900 and Buffalo Road is the one remaining industrial site proposed for development between 1985 and 2000--approximately thirty-nine acres. This tract of land--about evenly divided by Buffalo Road between S. R. 1900 and U. S. 70-A--is dominated by soils with moderate limitations, is in an area given over to industry, and has good access to a major highway. It would seem most natural to extend the present M-1 zoning classification to include this area.

Impending Problems Associated with Development

It seems appropriate at this time to briefly discuss, and in a slightly different context, future development along U. S. 301 between Selma and Smithfield. Previous mention has already been made of the advantages of clustering over strip development. Emphasis is next placed on the desirability of ensuring that new construction is set back far enough to allow for the proposed widening of U. S. 301.

One possibility exists if the towns of Smithfield and Selma could work together to expand the present zoning ordinances to require a larger set back from the centerline of U. S. 301 to ensure that the future widening of this major thoroughfare (in accordance

with the Sketch Land Use and Development Plan for Johnston County) would have the minimal disruptive effects on new businesses that will locate here. By designating that portion of U. S. 301 as, for instance, "Class 1", the impending widening of the highway would be recognized and only those planning to build along such a "Class 1" road would have such a set back. The same principle would apply within the towns of Selma and Smithfield in their efforts to zone within their corporate boundaries.

Another impending problem area involves the locational decision of the route the proposed I-40 will follow. The potential benefits that would befall Selma and the immediate surrounding area should the highway be built to pass between Selma and Smithfield are generally well known and will not be discussed here in detail. Less is known about the possible adverse effects; the ensuing briefly discusses some of these.

Present federal regulations stipulate that interchanges along interstate routes should not be less than a mile apart. Should an interchange between I-95 and the proposed I-40 be developed, it is highly possible that major changes at the present I-95, U. S. 70-A interchange would be required that would severely limit (if not eliminate) access at that interchange. Should such occur, many of the present service oriented concerns would suffer adversely and the town's tax base would most certainly be seriously eroded. Furthermore, some of the envisioned commercial growth prior to 1985 is expected to occur at this present interchange; an I-40 interchange further south would seriously jeopardize this expected growth.

In a presentation before the planning board, a transportation planner with the North Carolina Department of Transportation was of the opinion that the best place to provide local access to the proposed I-40 (should it be between Selma and Smithfield) would be at Booker Dairy Road were it extended eastward and northward (to form the northern loop around the town). It is certainly expected that should such occur, development at this access would occur.

In light of pluses and minuses about an interchange at the proposed I-40 and the existing I-95 intersection plus the fact that a locational decisions about the route I-40 will follow has yet to be made, I-40 does not appear on the 1976 proposed thoroughfare plan. Perhaps the best that can be done is to recognize that a decision will be made sometime in the future and that more definitive plans linking development and the new interstate should be made then--all with considerably more accuracy.

Another possible project that is envisioned to benefit the town--though perhaps not until late in this century or early into the 21st century--is a proposed dam on the Neuse River between Clayton and Selma. Based on a study undertaken by the Army Corps of Engineers in the 1960s, it was felt there was a definite need for flood control within the Neuse River basin; the Corps recommendation was a dam between Clayton and Selma which would augment flow and provide an

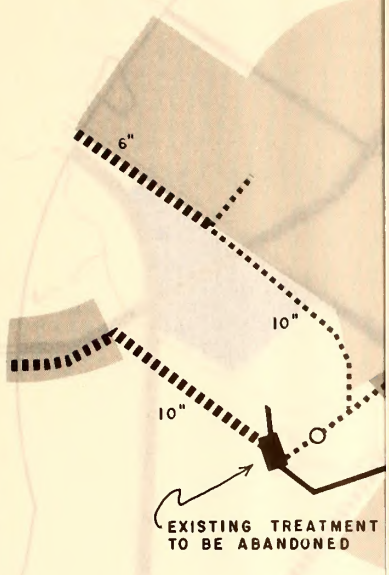
ample water supply. The State, however, is of the opinion that a "dry dam"--designed to store flood waters temporarily--is more suitable.

Were a dam to be built to store water, the amount of water runoff from the Raleigh area presents a problem of water purity. While this probably could be overcome, there is always the factor of economics plus the increased flow of the Neuse as a result of the Falls of the Neuse project.

With the eventual constructionof the Falls of the Neuse Dam near Raleigh, flow of the Neuse River south of Raleigh should be up once the initial impoundment has been completed. Therefore, low flow problems of the past should be substantially reduced by this project.

While Selma is presently relying upon well water--with a backup supply of water from Smithfield--the possibility that the town may eventually get its water from the Neuse River should be kept in mind. It seems safe to say at this time that the town's decision on a future water supply (and the governmental entity controling it) will be made prior to a final decision on the dam near Clayton. But when the issue is finally resolved, certainly some impact will be made locally and plans should be made accordingly.

Continued efforts to maintain the vitality of the CBD are essential as new commercial growth in peripheral areas occurs in accordance with the plan. Considerable progress has been made over the years in improving the exterior of numerous buildings in town but much could still be done, not that this alone is the answer to the problem. As growth occurs though, the integrity of the downtown business area should be on equal footing with outlying development.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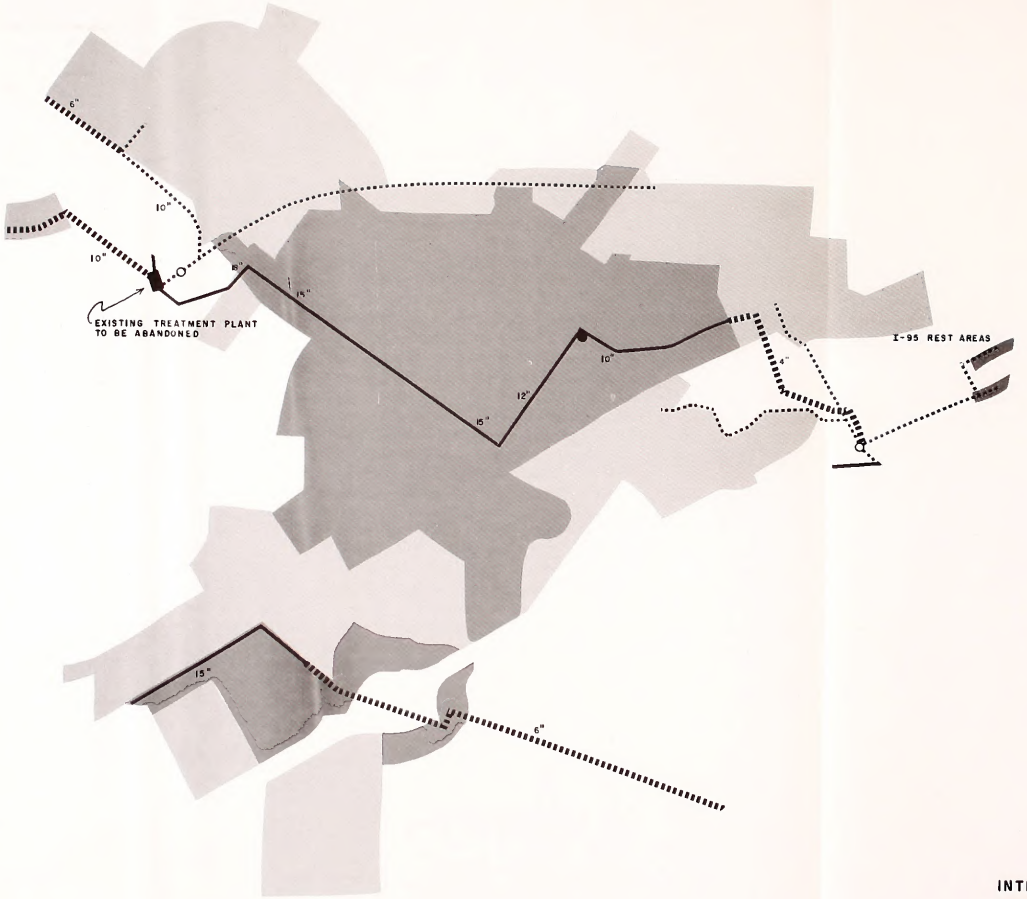


MAP II-A

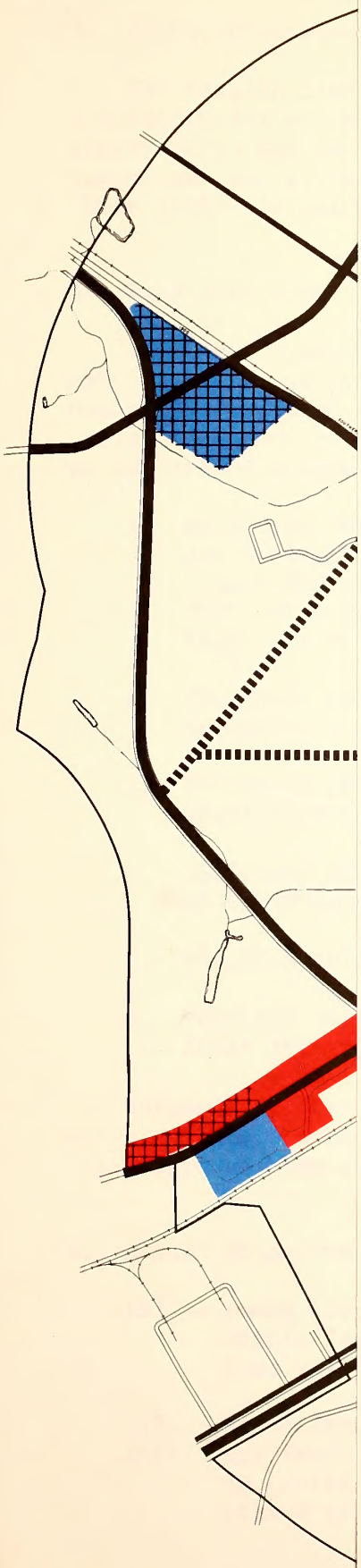
201 FACILITIES PLAN

	EXISTING	PROPOSED
INTERCEPTORS	———	·····
FORCE MAINS	———	·····
PUMPING STATION	●	○
SEWER SERVICE AREAS	▬	▬

MAP II-A

201 FACILITIES PLAN

	EXISTING	PROPOSED
INTERCEPTORS		
FORCE MAINS		
PUMPING STATION	●	○
SEWER SERVICE AREAS		

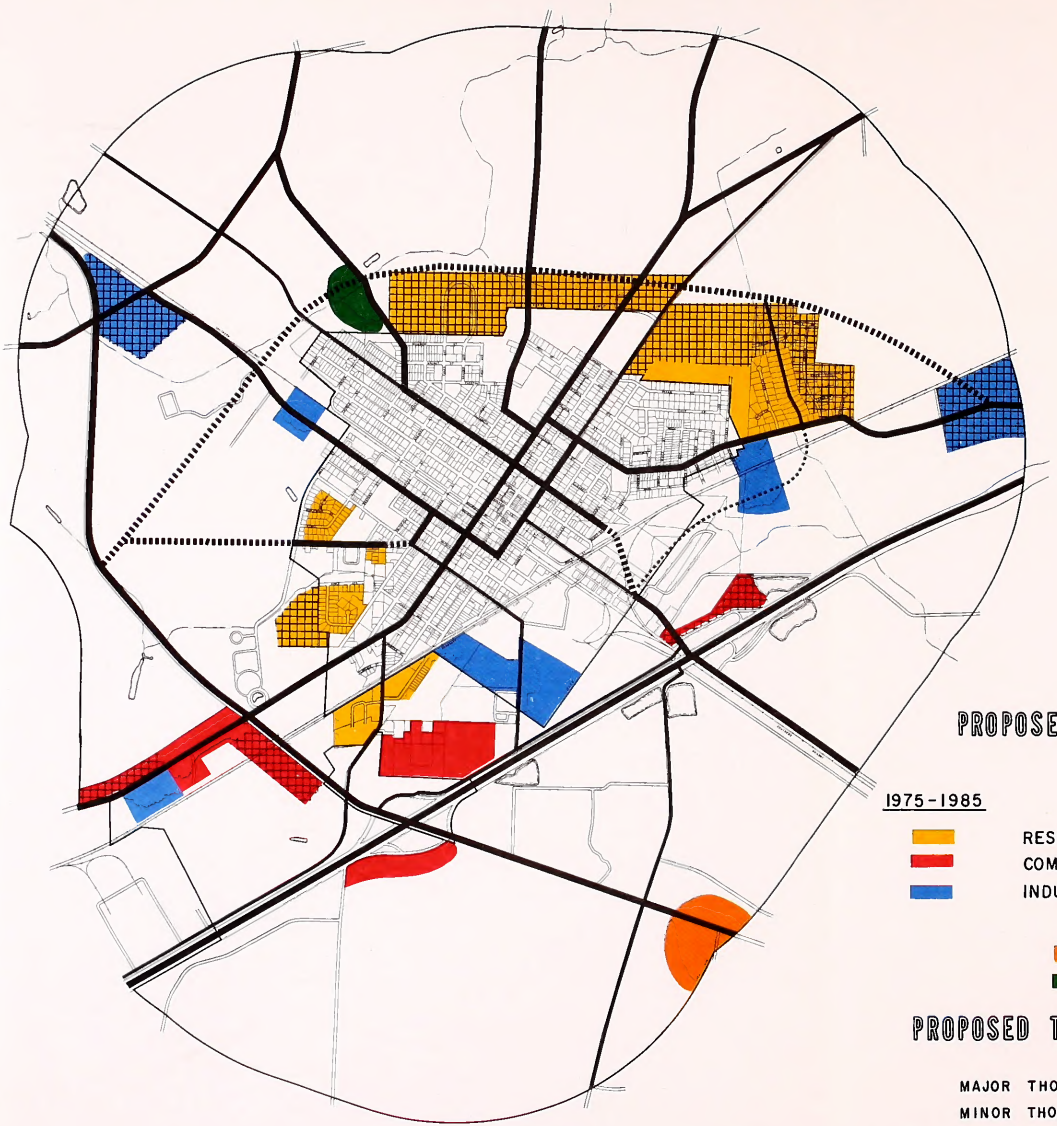


MAP 11-A

201 FACILITIES PLAN

	EXISTING	PROPOSED
INTERCEPTORS		
FORCE MAINS		
PUMPING STATION	■	○
SEWER SERVICE AREAS		

SELMA
NORTH CAROLINA



MAP II

PROPOSED DEVELOPMENT PLAN
1975 - 2000

1975 - 1985		1985 - 2000
	RESIDENTIAL TRANSITION	
	COMMERCIAL TRANSITION	
	INDUSTRIAL TRANSITION	

1975 - 2000

COMMUNITY

CONSERVATION

PROPOSED THOROUGHFARE PLAN - 1976

	EXISTING	PROPOSED
MAJOR THOROUGHFARES		
MINOR THOROUGHFARES		

VI. Goals, Objectives, and Evaluation Criteria

The ensuing land development plan is not simply a map but rather a strategy for achieving the type of community that residents would prefer it to become. It includes recommendations on desirable arrangements and timing of land uses and also tells how to achieve these desirable patterns.

A. Land Development Goals

Land development goals in Selma, as in any other community, should be part of broader community goals encompassing social, economic, and physical development. In the absence of comprehensive goals, some referring specifically to land uses will be put forth as an initial framework.

1. ENCOURAGE DEVELOPMENT TO TAKE PLACE WHERE NATURAL CONDITIONS ARE SUITABLE FOR THAT TYPE OF DEVELOPMENT, AT DENSITIES COMPATIBLE WITH NATURAL CONDITIONS, AND DISCOURAGE DEVELOPMENT WHERE NATURAL CONDITIONS ARE UNSUITABLE (UNLESS MODIFICATIONS CAN BE REASONABLY MADE).

2. ENCOURAGE EFFICIENT USE OF LAND THROUGH COMPACT DEVELOPMENT REQUIRING A MINIMUM OF PUBLIC AND PRIVATE EXPENDITURES.

3. ENCOURAGE DEVELOPMENT TO TAKE PLACE IN SUCH A WAY THAT INCOMPATIBLE LAND USES AND TRAFFIC PROBLEMS ARE MINIMIZED.

4. ENCOURAGE EXPANSION OF THE HOUSING SUPPLY IN GOOD NEIGHBORHOOD ENVIRONMENTS TO MEET THE NEEDS OF ALL INCOME GROUPS.

5. PRESERVE SUFFICIENT SUITABLE LAND FOR EACH TYPE OF LAND USE.

6. PRESERVE SELMA'S HISTORICAL HERITAGE, BUT RENOVATE THOSE AREAS AND STRUCTURES WHICH HAVE DETERIORATED WITH TIME.

Having presented these broad goals, the next step is to develop annual objectives--quantifiable when possible--which, when achieved, will represent the steps taken to realize the goals.

B. Annual Objectives

1977 - Amend the present zoning ordinance to conform more closely within land development plan and address many of the issues raised therein.

1977 - 1985 As utilities are extended beyond the corporate limits, amendments to the zoning ordinance should again be made in conformance with this or an amended plan which is designed to promote certain types of development.

1977 - Work closely with the Department of Community Development as new projects are proposed to see that they are in conformance with the overall plan.

1978 - Expand the present code enforcement program into the extraterritorial area in a concerted effort to upgrade the quality of housing within the planning area.

1978 - Amend the subdivision regulations to reflect the desire to increase the density within the town limits while promoting a pleasant neighborhood environment.

C. Evaluation Criteria

The development of goals and objectives is obviously a first step that must be taken prior to specific actions being proposed that will hopefully produce the desired result. But some mechanism must be developed to allow officials to assess the extent to which the objectives have been achieved. This is done through the establishment of evaluation criteria. The extent to which some of the following criterion questions can be answered affirmatively should give a strong indication that the implementing procedures are working effectively toward producing the desired result.

1. Was a land development plan adopted in 1977?

2. Were the suggested programs needed to implement policies and the plan adopted?

3. Are these policies, plans, and programs being reviewed at least annually? Have changes been made when necessary?

4. Have the short-range decisions made been consistent with the long range plans?

5. Are fewer developmental problems arising because of efforts to steer development to more suitable soil types?

6. Have revisions to the initial policies and programs been reviewed by affected county, regional, state, and federal agencies concerned with the natural and man-made environment? Were any objections suitably resolved?

7. Have housing conditions within the extraterritorial area improved since the last survey?

8. Is development taking place in locations, at intensities, and in sequence which can be economically provided with community facilities and services?

9. Have problems arisen over an apparent over-abundance or inadequate supply of land zoned for more speculative purposes? What steps have been taken to remedy the criticism?

10. Are citizens checking with the town government before undertaking development to ensure they are in compliance with land use regulations?

11. Do all offices and agencies involved in enforcing land use regulations understand their purpose and the procedures to be followed so that they can enforce them efficiently and fairly, or is some orientation or education needed?

VII. Plan Implementation Policies and Programs

A. Locational Policies

Having developed a set of broad goals and annual objectives, and obtained a rough estimate of the amount of land needed in the future for the various types of land use, the next step is to develop a set of policies that will assist the town in promoting certain types of development in certain areas, and sequencing this development.

1. Land Use Type: Higher density residential development
   Intensity: Three units per acre
   Standard: See Appendix IV
   Time Frame: 1976-1985
   Location Policy: Higher density residential development should take place: (1) through a filling in of partially vacant subdivisions and roads already served by water and sewer; and (2) in areas deemed suitable for eventual annexation where mobile home courts or eventual public housing construction is or will be.
   Explanation of Policy: Previously elaborated upon in the section entitled 1985 Land Use Plan.
   Time Frame: 1985-2000
   Location Policy: Higher density residential development should continue in the areas being developed in the 1976-1985 period. As the population continues to grow, promote additional residential development in other areas adjacent to town.
   Explanation of Policy: While previously discussed in the section entitled 2000 Land Use Plan, there was general agreement as to the desirability of discouraging urban sprawl and promoting the more intense development of land. The amount of land allocated to transition by 2000 produced, according to the calculations within Appendix III, figures showing a greater density figure which was in conformance with these desires.
   Suggested Program to Implement These Policies: In 1977, amend the present zoning ordinance to more accurately depict zoning classifications developed in this plan.
   Items for Obvious Inclusion Are: Zoning to promote development of 1985 transition land prior to 2000 transition land, type of zoning for the 2000 transition land, etc.
   Time Frame: 1976-2000
   Location Policy: Water and sewer services shall be made available within those areas designated for residential developing, and in the time phases broadly outlined, i.e., prior to 1985 and prior to 2000; and construction of subdivisions contrary to the concept put forth in this land development plan can bring no guarantee of water and sewer services.
   Explanation of Policy: While certainly all the growth expected could not be expected to conform 100 percent to the plan, certain attempts should nevertheless be made to discourage sprawl.

Suggested Program to Implement this Policy: Through increased public awareness and meetings with developers prior to the submission of a preliminary plat to the planning board, the desires of the town to adhere as closely as possible to its land development plan should be made known.

Time Frame: 1976-2000

Location Policy: When development of certain areas proposed for residential purposes appears imminent, special efforts shall be made to promote the intensity of development most compatible with the cost of service and the housing pattern being sought within the subdivision.

Explanation of Policy: The concept being promoted here is to enable the town to use its service extension obligations under annexation, in conjunction with the wishes and capabilities of the developer, to initially encourage densities roughly compatible with urban living.

Suggested Program to Implement this Policy: The developer should petition for annexation a predetermined number of days prior to tapping-on to city water and sewer.

2. Land Use Type: Low density residential development

Intensity: 1 dwelling unit per acre or as percolation tests permit.

Standard: In areas beyond residential transition where intensive development is being discouraged.

Time Frame: 1976-2000

Location Policy: Any area within the extraterritorial area outside of the transition zone.

Suggested Program to Implement These Policies: Zone the areas proposed for low density development to R-A--explore this more fully in an updated zoning ordinance.

3. Land Use Type: Mobile homes

Intensity: 4 to 5 mobile homes per acre

Standard: Sufficient acreage should be allocated for this growing segment of the housing market. Such development should be provided with water and sewer.

Time Frame: 1976-2000

Location Policy: Mobile home development in sutiably located and landscaped parks within town is preferable to the continuation of zoning which allows such structures to be placed on individual lots.

Explanation of Policy: The town recognizes the continued growth of mobile homes as a way of urban life and is desirous of accommodating this growth in a pleasant surrounding. Rental costs of lots within a mobile home court could present a problem though.

Suggested Program to Implement These Policies: Establish through an updated zoning ordinance (1) several areas where mobile home parks could be established--so as to lessen the possibility of inflated land rental costs--and (2) an area or areas where a mobile home owner can purchase a lot on which to place his unit in conjunction with others.

4. Land Use Type: Commercial
   Standard: See Appendix IV
   Time Frame: 1976-1985
   Location Policy: Encourage commercial development which maximizes the potential of the road network around Selma.
   Explanation of Policy: (Elaborated upon in the section entitled "1985 Land Use Plan"). And while the opportunity to encourage clustering along U. S. 301 may be somewhat limited by the small percentage that could conceivably be controlled by Selma, efforts to promote this should be initiated. Attempts to coordinate growth with the widening of the highway would be most beneficial.
   Time Frame: 1985-2000
   Location Policy: Continue the orderly growth of commercial businesses along major highways, always keeping in mind the dominant feature of the highway--the orderly and rapid movement of automotive traffic.
   Suggested Program To Implement These Policies: With one or two exceptions the present zoning ordinance already allows what is projected for the future; an update could easily handle these exceptions. Promote the concept of clustering and the need for a greater set-back along U. S. 301 within the town board, with the Town of Smithfield and the Johnston County Commissioners in an effort to prevent strip development.

5. Land Use Type: Industrial
   Time Frame: 1976-1985
   Standard: See Appendix IV
   Location Policy: Preserve sufficient lands in and around the Town of Selma so that several options are always available for industrial development.
   Explanation of Policy: Explained in detail in the section entitled "2000 Land Use Plan".
   Suggested Program to Implement This Policy: As a part of the update on the zoning ordinance, zone the areas mentioned above for industrial development.

B. Other Land Use Policies and Programs

1. Policy: The town supports the preservation of historic buildings.
   Program to Implement Policy: Through the increased efforts of the Selma Historic Properties Commission and assistance from the Division of Archives and History, the public can be made more aware of the importance of such buildings in Selma.

2. Policy: This adopted land development plan of the Town of Selma shall be reviewed annually by the planning board, referred to during the formulation of any community development strategies, capital improvement programs, transportation, open space, public utility and facility planning, and in the review of state and areawide land use

plans in order that coordination will take place, and that Selma's land use policies will be changed to reflect changing conditions and concerns, particularly those brought into focus by other planning studies.

Program to Implement Policy: The town board will refer plans and projects which impact upon the land development plan and policies to the planning board for review and comment.

3. Policy: The land use ordinances of the town will be strictly and fairly enforced.

   Program to Implement Policy: The town board will ensure that all officers and agencies involved in administering these ordinances are properly trained.

4. Policy: The town is more receptive toward capital intensive industries--with their higher wages--over labor intensive industries in its recruiting efforts.

   Program to Implement Policy: Recognizing the benefits that befall both the workers and the town's young people from a high paying industry, increased efforts will be made to attract capital intensive firms to Selma.

5. Policy: The town will work with the State Department of Transportation on a new thoroughfare plan for Selma.

   Program to Implement Policy: Based on a presentation made before the planning board, the proposed thoroughfare plan was discussed in detail by a Department of Transportation planner. The planning board should obtain additional public input into the plan and make a recommendation for adoption to the town board. That body should then work closely with the highway department to implement the agreed upon plan.

6. Policy: The vitality and integrity of the downtown area is an essential part of the growth policies of the town and efforts to maintain that role are foremost in the mind of the administration.

   Program to Implement Policy: A far from exhaustive list of ideas follows: (1) establish a revolving loan fund to offer low interest money to attract new firms into downtown and rehabing downtown buildings to improve their appearance--the Town of Greenville, S. C. is doing a project of this sort--; and (2) organize a group of downtown businessmen to examine problems and develop plans.

Footnotes

[1]Selma, 1867 - 1967.

[2]U. S. Bureau of the Census.

[3]North Carolina Atlas, Portrait of a Changing Southern State, ed. J. W. Clay, D. M. Orr, Jr., and A. W. Stuart, University of North Carolina Press, Chapel Hill, 1975, p. 50.

[4]Ibid, p. 52.

[5]1970 Census of Population.

[6]Inventory and Atlas, North Carolina Region J, Triangle J Council of Governments, Research Triangle Park, North Carolina, April, 1974.

[7]Ibid.

[8]Ibid.

[9]Inventory and Atlas.

[10]1970 Census of Population.

[11]N. C. Atlas, p. 252

[12]Ibid, p. 183.

[13]Ibid, p. 184

[14]Working paper entitled "A Proposed System of Land Classification for North Carolina" prepared by the Land Policy Council staff, Office of State Planning, Department of Administration, February, 1976.

Appendix I

In computing acreage devoted to rights-of-way, the following figures were used. Those obtained from North Carolina Department of Transportation are identified by an asterisk (*).

Road Segment	Right-of-Way
I-95*	260 feet
70-A (west of I-95)*	180 feet
70-A (east of I-95)*	60 feet
Pollock Street (widened)	100 feet
Rest of Pollock Street	80 feet
Access roads within Satellite	60 feet
All other roads	50 feet

In classifying housing units, the following general definitions were used:

Standard - A house which has no or only slight defects which could be corrected during regular maintenance. Examples are lack of paint, slight damage to porch or steps.

Deteriorating - A house which has one or more defects that must be corrected if the unit is to continue to provide adequate and safe shelter. Examples are missing roof materials, open cracks, holes.

Dilapidated - A house that does not provide safe and adequate shelter and has one or more critical defects. Examples are a sagging roof or foundation, extensive damage by wind, storm, flood, or fire. Such a unit would cost more to bring up to standard than it is worth and should be destroyed.

APPENDIX II

In developing the calculations to follow, extensive reliance was placed on the rather detailed procedures outlined in a guideline entitled Piedmont Triad Council of Governments Regional Land Use Planning Manual As Adopted From the LRO's Land Use Planning Manual, and dated July, 1976.

In developing the acreage requirements, one noteworthy change was made on the forms used: where township (twp)figures were to be used, planning area (pa) figures were used instaed. The reader is reminded therefore that all the calculations are for the Selma planning area which is envisioned to have extended somewhat into the Pine Level Township by 1990--according to the OBERS Series E population projections for Selma.

For the ease of identifying the numerous calculation sheets, the 1985 figures will appear on Sheets 1, 2, 3, 4, and 5; and for the year 2000, Sheets 6, 7, 8, 9, and 10 will be used.

Sheet 1

DU Population Calculations - 1985

Col. 1 - Interpolation of Table 4 of report.
Col. 2 - It was estimated that only 15 people would be living in group quarters in 1985.
Col. 3 - Col. 1 minus Col. 2.
Col. 4 - Interpolation of Table 4 of report.
Col. 5 - There were no people living in group quarters in 1975.
Col. 6 - Col. 4 minus Col. 5.

Replacement DU Calculations - 1985

Col. 1 - 1970 Census figures disclose that there are 2,257 DUs within the township; 70.9% of the township's population is within the Selma planning area: therefore, 2257 x 70.9% = 1600 DUs within the planning area in 1970. By one of the knowledgeable realtors within town, it was estimated that 45% of the DUs within the planning area were built prior to 1950: therefore, 1600 x 45% = 720 DUs of 1950 vintage and earlier.
Col. 2 - 720 x 25% = 180
Col. 3 - 180 x 67% = 121
Col. 4 - 121 x 70% = 85

(F) Factor for Residential Land Acreage Requirements - 1985

Col. 1 - Given
Col. 2 - 15/6827 = .002
Col. 3 - Due to severe limitations of some of the soils, a choice factor of 2 was chosen
Col. 4 - Given
Col. 5 - Sum of above

Residential Land Acreage Requirements - 1985

Col. 1 - Col. 3 of DU Population Calculations
Col. 2 - In house estimate based on national trends
Col. 3 - Col. 6 of DU Population Calculations
Col. 4 - In house estimate, based on 1970 Census
Col. 5 - Col. 1 divided by Col. 2
Col. 6 - Col. 3 divided by Col. 4
Col. 7 - Col. 5 minus Col. 6
Col. 8 - Col. 4 of Replacement DU Calculations
Col. 9 - Add Col. 7 and Col. 8
Col. 10- 1834 DUs within the planning area divided by 485.86 acres within the planning area given over to residential purposes (Table 15) = 3.8
Col. 11- Col. 9 divided by Col. 10
Col. 12- Previously computed to be 2.212
Col. 13- Col. 11 times Col. 12
Col. 14- In house estimate based on current development trends and the assumption that some development will occur on existing developed land = 28%
Col. 15- Col. 13 times Col. 14.

Sheet 2

Commercial Employment Land Acreage Requirements - 1985

Col. 1 - 392 x 1.30 (reflecting the increased economic activity)
Col. 2 - From the 1970 Census General Social and Economic Characteristics, Table 117:
292 Selma residents employed in Trade
51 employed in fire, insurance real estate and services
343 + 27 (estimate of those within the extraterritorial area)
= 370 within the planning area
From Table 15, there are 133.53 acres devoted to trade and 41.97 (excluding government, schools, cemeteries, and churches) given over to commercial services; added together, there are 175.50 acres.
370 employed in 1970 x 1.06 (reflecting growth in this sector in 6 years) = 392
Col. 3 - Col. 1 minus Col. 2
Col. 4 - Col. 2 divided by 175.50 acres = 2.23
Col. 5 - Col. 3 divided by Col. 4
Col. 6 - Designed to ensure there is enough available land in case of unforeseen circumstances that would prevent development.
Col. 7 - Col. 5 x Col. 6
Col. 8 and Col. 9 - No applicable for the planning area
Col. 10- Estimate based on anticipated growth in this sector by 1985
Col. 11- Col. 7 x Col. 10

Industrial Employment Land Acreage Requirements - 1985

Col. 1 - 667 x 1.2 (reflecting economic activity since 1970)

Col. 2 - 1970 Census, General, Social and Economic Characteristics Table 117:
579 Selma residents employed in manufacturing
50 estimate from the extraterritorial area
629 x 1.06 (estimated growth since 1970) = 667
Col. 3 - Col. 1 minus Col. 2
Col. 4 - Col. 1 divided by 75.06 acres (Table 15) = 10.6
Col. 5 - Col. 3 divided by Col. 4
Col. 6 - Due to the excellent transportation facilities in and around Selma and the fact that the town is seeking the Governor's Award, it was felt that a choice factor of 5 was not unreasonable.
Col. 7 - Col. 5 x Col. 6
Col. 8 and Col. 9 = Not applicable for the planning area
Col. 10- Based on assumption that most industrial development will occur in areas already provided with basic services or where they could be easily extended.
Col. 11- Col. 7 x Col. 10

Sheet 3

Transportation Land Acreage Requirements

Col. 1 - Col. 11 of Residential Land Acreage Requirements
Col. 2 - (F) Factor minus 2.0
Col. 3 - Col. 1 x Col. 2
Col. 4 - Col. 1 plus Col. 3
Col. 5 - Best estimate
Col. 6 - Col. 4 x Col. 5

Col. 1 - Col. 5 of Commercial Employment Land Acreage Requirements
Col. 2 - Not applicable
Col. 3 - Repeat of Col. 1
Col. 4 - Best estimate of development by 1985
Col. 5 - Col. 3 x Col. 4

Col. 1 - Col. 5 of Industrial Employment Land Acreage Requirements
Col. 2 - Not applicable
Col. 3 - Repeat of Col. 1
Col. 4 - Best estimate of development by 1985
Col. 5 - Col. 3 x Col. 4

Sheet 5

1975 Developed zone in 1985

Col. 1 - The 1975 estimated town population
Col. 2 - Zero - no concentrations of people adjacent to the limits
Col. 3 - Not applicable
Col. 4 - Col. 1 plus Col. 2 plus Col. 3
Col. 5 - There are approximately 30 acres of vacant land within the developed category within town; it is assumed that 25% of

these lots will have been developed by 1985; density is assumed to be 2.5 houses per acre with a population per household assumed to be 2.7:
(30 x 25%) acres x 2.5 x 2.7 = 51 persons will be living on this land by 1985.

The net housing loss by 1985 equals 85 (Sheet 1 - Replacement DU Calculations); the estimated household size in 1985 will be 2.7, and 85 x 2.7 = 230 less people in the 1975 developed area in 1985 than there are now.

80.9% of the 1834 DUs within the planning area are within town according to the 1976 survey and it is assumed that the same percentage will prevail in 1985. Multiplying 2523 DUs (Col. 5 of Residential Land Acreage Requirements from Sheet 1) by 80.9% gives 2041 dwelling units multiplied by 2.7 persons per units equals = 5510 within town in 1985. Therefore, it is envisioned there will be no loss of population overall; but there will be 230 minus 51 or 179 fewer people within the 1975 developed zone by 1985.

Col. 6 - Col. 4 plus Col. 5
Col. 7 - 1975 town area equals 1.7 square miles
Col. 8 - Col. 6 divided by Col. 7

1975 - 1985 Transition Zone

Col. 1 - Interpolation of data presented in Table 4 of report:
6827 planning area population in '85
5405 planning area population in '75
1422 increase in a decade
Col. 2 - Col. 8 x Col. 2 of Residential Land Acreage Requirements of Sheet 1 equals 85 x 2.7 = 230
Col. 3 - Best estimate
Col. 4 - (Col. 1 plus Col. 2) 45% = 743
Col. 5 - Estimated to be zero
Col. 6 - 43 trailers + 2 houses
43 (2.4 persons/unit) + 2 (2.9 persons/unit) = 109
Col. 7 - Col. 4 + Col. 5 + Col. 6
Col. 8 - Grand total acres required for transition zone equals 283 (from Sheet 4); the trailer court area on Ricks Road equals 15.9 acres; 283 + 15.9/640 acres per square mile equals .47
Col. 9 - Col. 7 divided by Col. 8*

1985 Developed Transition Zone

Col. 1 - Col. 6 of 1975 Developed Zone in 1985
Col. 2 - Col. 7 of 1975 - 1985 Transition Zone
Col. 3 - Col. 1 + Col. 2
Col. 4 - Col. 7 of 1975 Developed Zone in 1975
Col. 5 - Col. 8 of 1975-1985 Transition Zone of Sheet 5
Col. 6 - Col. 4 + Col. 5
Col. 7 - Col. 3 divided by Col. 6

1985 Rural Area

Col. 1 - Col. 1 of DU Population Calculations of Sheet 1
Col. 2 - Col. 3 of 1985 Developed Transition Zone of Sheet 5
Col. 3 - Col. 1 minus Col. 2
Col. 4 - 6891.43 acres within the planning area divided by 640 acres per square mile equals 10.8
Col. 5 - Col. 6 of 1985 Developed Transition Zone of Sheet 5
Col. 6 - Col. 4 minus Col. 5
Col. 7 - Col. 3 divided by Col. 6

1985 Density Summary Chart

All material extracted from appropriate columns of Sheet 5.

Sheets 6, 7, 8, and 9 followed the same procedures and subsequently will not be repeated.

*One of the major reasons the density suggestion of 1920 was not met is due to the rather large figure of 91 acres given over to industrial transition. The intensity with which these sites will be promoted--in accordance with the objectives of the Governor's Award--is the major reason for the high acreage figure.

Sheet 10

1975 Developed Zone in 2000

Col. 5 - By 1985, it was assumed that 25% of the approximately 30 acres of vacant land within the developed category would be developed; by the year 2000, 5% of that remaining (or 1 acre) would be developed. This low percentage is largely due to known family holdings within town and a strong feeling that very little additional land held by these families will be sold for development. Density is still assumed to be 2.5 houses per acre with a population per household assumed to be 2.6:

1 acre x 2.5 house per acre x 2.6 people per house equals 6 more persons; when added to the 51 who are envisioned to be living there by 1985, the total is 57.

The additional housing loss is 121 minus 85 or 36; the estimated household size is 2.6 and 36 households x 2.6 persons per household equals 94. When added to the 230 previously computed, the total is 324.

It is felt that by 2000 that the percentage of DUs within the planning area that are within the town limits will have risen to approximately 85 percent (percentage figures taken from Table 4 for the year 2000). Multipying 3355 DUs (Col. 5 of Residential Land Acreage Requirements of Sheet 6) by 85% gives 2852. Approximately 2041 of these were in existence

by 1985; subtracting the latter from the former gives 811 units; multiplied by 2.6 people per unit equals 2109. When added to the 5510 previously computed, the total expected to be living within the corporate limits by 2000 is 7619. But 340 fewer persons will be living within town because the older houses being destroyed and 57 more will be living on what is now vacant land--all by the year 2000. So 340 minus 57 equals 283 fewer.

1975-1985 Transition Zone

Col. 1 - From Table 4: 8769 - 2000 population
5405 - 1975 population
3364

Col. 2 - From Sheet 6 on Residential Land Acreage Requirements, Col. 6: 121 minus 85 (1985 calculations) equals 36 units, at 2.6 persons per unit equals 94. When added to the 230 previously computed, the sume is 324.

Col. 8 - Grand total acres from Sheet 9 = 721
(721 + 16)/640 = 1.15

APPENDIX III

SHEET 1

Planning Area Selma County: Johnston

DU Population Calculations - 1985

1	2	3	4	5	6
Total Pop. in PA 1985	PA Pop. in Group Quarters 1985	PA Pop. in DU's 1985	Total Pop. in PA 1975	PA Pop. in Group Quarters 1975	PA Pop. in DU's 1975
6,827	15	6,812	5,405	0	5,405

Replacement DU Calculations - 1985

1	2	3	4
PA DU's Built Prior to 1950	Pre-1950 DU's to be Replaced (25%)	Replacement DU's Needing New Land (67%)	Number of Replacement DU's Needing New Land in PA (70%)
720	180	121	85

(F) Factor for Residential Land Acreage Requirements - 1985

1	2	3	4	5
Vacancy Rate	+ Group Quarters	+ Choice	+ Other Related Uses	= (F) Factor
.05	.002	2.0	.16	2.212

Residential Land Acreage Requirements - 1985

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
PA Pop. in DU's 1985	Persons Per DU 1985	PA Pop. in DU's 1975	Persons Per DU 1975	Total PA DU's 1985	Total PA DU's 1975	PA DU's Gain 1975-1985	Replacement DU's in PA 1975-1985	Total New PA DU's 1975-1985	DU's Per Acre in PA	New Acreage Needed for Total New PA DU's 1975-1985	(F) Factor	Total New Residential Acres Allocated to PA 1975-1985	% of PA Total New Residential Acres in Trans. Zone	New Residential Acres Allocated to Trans. Zone
6,812	2.7	5,405	2.82	2,523	1,917	606	85	691	3.8	182	2,212	403	28	112

Planning Area - Selma County: Johnston

Commercial Employment Land Average Requirements - 1985

1	2	3	4	5	6	7	8	9	10	11
County Commercial Employment 1985	County Commercial Employment 1975	County Commercial Employment Gain 1975-1985	Workers Per Acre	New Commercial Acres Needed in County 1975-1985	Choice Factor	Total New Commercial Acres Needed in County 1975-1985	% of County's New Commercial Acres Allocated to Twp. 1975-1985	New Commercial Acres Needed in Twp. 1975-1985	% of Twp.'s New Commercial Acres Allocated to 1985 Trans. Zone	New Commercial Acres Allocated to 1985 Trans. Zone
510	392	118	2.23	53	1.5	80			55	44

Industrial Employment Land Acreage Requirements - 1985

1	2	3	4	5	6	7	8	9	10	11
County Industrial Employment 1985	County Industrial Employment 1975	County Industrial Employment Gain 1975-1985	Workers Per Acre	New Industrial Acres Needed in County 1975-1985	Choice Factor	Total New Industrial Acres Needed in County 1975-1985	% of County's New Industrial Acres Allocated to Twp. 1975-1985	New Industrial Acres Needed in Twp. 1975-1985	% of Twp.'s New Industrial Acres Allocated to 1985 Trans. Zone	New Industrial Acres Allocated to 1985 Trans. Zone
867	667	200	10.6	19	5	95			96	91

SHEET 3

TRANSPORTATION LAND ACREAGE REQUIREMENTS CALCULATIONS FOR Selma Planning Area

New Acreage Needed for Total New Twp. DU's 1975-	Sum of the Percentages of Vacancy Rate, Group Quarters and Other Related Uses	New Additional Acreage Needed for Vacancy Rate, Group Quarters and Other Related Uses 1975-	Total New Residential Acres Allocated to Twp. 1975-	% of Twp.'s Total New Residential Acres Allocated to Trans. Zone	New Residential Acres Used to Calculate Transportation Acreage for Trans. Zone
182	.212	39	221	28	62

New Commercial Acres Needed in County 1975-	% of County's New Commercial Acres Allocated to Twp. 1975-	New Commercial Acres Needed in Twp. 1975-	% of Twp.'s New Commercial Acres Allocated to Trans. Zone	New Commercial Acres Used to Calculate Trans. Zone
53		53	55	29

New Industrial Acres Needed in County 1975-	% of County's New Industrial Acres Allocated to Twp. 1975-	New Industrial Acres Needed in Twp. 1975-	% of Twp.'s New Industrial Acres Allocated to Trans. Zone	New Industrial Acres Used to Calculate Trans. Zone
19		19	96	18

Uses	Acres
Residential	
Commercial	
Industrial	

SHEET 4

Summary of Land Acreage Requirements for Transition Zone for the Year 1985

Uses	Acres
Residential	112
Commercial	44
Industrial	91
Transportation	36
Grand Total Acres Required for Transition Zone	283
Residential (transition within town)	-28
Transportation (62 x 33 1/3%)	-21
To be placed in transition outside of town	234

A.
1975 Developed zone in 1985:

1	2	3	4	5	6	7	8
1975 City Pop.	Pocket Pop. to be Added	Pocket Pop. to be Sub.	1975 Devel. Zone Pop.= (1+2-3)	1975-1985 Dev. Zone Pop. Change	Final 1985 Dev. Zone Pop.	1975 Dev. Zone Area (Sq. mile)	Dens of 198 Dev Zor (=6/7
4500			4500	179	4684	1.7	27

B.
1975-1985 Transition Zone:

1	2	3	4	5	6	7	8	
1975-1985 Twp. Pop. Incr.	1975-1985 Twp. Repl. Hous. Pop.	% of Twp. New Hous. Pop. in 1975-1985 Trans. Zone	1985 Pop. in Trans. Zone New Hous. (1+2)X3)	Any Existing Pop. in this mostly Vacant part of Trans. Zone	Existing Pop. in Settled Part of Trans. Zone	Total 1985 Trans. Zone Pop. (=4+5+6)	1975-1985 Trans. Zone Area (sq. mi.) VAC / EX	Den of (
1422	230	45	743	0	109	852	.47	1

C.
1985 Developed-Transition Zone:

1	2	3	4	5	6	7
Final 1985 Dev. Zone Pop. (A., ex. Col. 6)	Total 1985 Trans. Pop. (B., ex. Col. 7)	Combined 1985 Develop.-Trans. Zone Pop. (=1+2)	1975 Dev. Zone Area in sq. mi. (A., ex. Col. 7)	1975=1985 Trans. Zone area in sq. mi. (B., ex. Col. 8)	Combined 1985 Devel. Trans. Zone Area (=4+5)	Density Combin 1985 Devel.-T Zone (=3/6)
4684	852	5536	1.7	.47	2.17	2551

D.
1985 Rural area:

1	2	3	4	5	6	7
1985 Total Twp. Pop.	Combined 1985 Devel.-Trans. Zone Pop. (C., ex. Col. 3)	1985 Rural Area Pop. (=1-2)	Total Twp. Area in Sq. mi.	Combined 1985 Devel.-Trans. Zone Area (C., ex. Col. 6)	1985 Rural Area in Sq. mi. (= 4-5)	Density of 1985 Rural Area (=3/6)
6827	5536	1291	10.8	2.17	8.63	150

1985 Density Summary Chart

-

	1975 Developed Zone in 1985	1975-1985 Transition Zone	1985 Developed - Transition Zone	1985 Rural Area
Population	4684	852	5536	1291
Land Area (sq. mi.)	1.7	.47	2.17	8.63
Density (Pop./sq. mi.)	2755	1812	2551	150

SHEET 6

Planning Area Selma County: Johnston

DU Population Calculations - 2000

Total Pop. in Twp. 2000	Twp. Pop. in Group Quarters 2000	Twp. Pop. in DU's 2000	Total Pop. in Twp. 1975	Twp. Pop. in Group Quarters 1975	Twp. Pop. in DU's 1975
8,769	45	8,724	5,405	0	5,405

Replacement DU Calculations - 2000

Township DU's Built Prior to 1950	Pre-1950 DU's to be Replaced (25%)	Replacement DU's Needing New Land (67%)	Number of Replacement DU's Needing New Land in Twp (100%)
720	180	121	121

(F) Factor for Residential Land Acreage Requirements - 2000

Vacancy Rate	+ Group Quarters	+ Choice	+ Other Related Uses	= (F) Factor
.05	.005	2.0	.16	2.215

Residential Land Acreage Requirements - 2000

Twp. Pop. in DU's 2000	Persons Per DU 2000	Twp. Pop. in DU's 1975	Persons Per DU 1975	Total Twp. DU's 2000	Total Twp. DU's 1975	Twp. DU's Gain 1975-2000	Replacement DU's in Twp. 1975-2000	Total New Twp. DU's 1975-2000	DU's Per Acre in Twp.	New Acreage Needed for Total New Twp. DU's 1975-2000	(F) Factor	Total New Residential Acres Allocated to Twp. 1975-2000	% of Twp.'s Total New Residential Acres in Trans. Zone	New Residential Acres Allocated to Trans. Zone
8,724	2.6	5,405	2.82	3,355	1917	1438	121	1,559	3.8	410	2.215	908	34	308 112/196

Planning Area Selma County: Johnston

Commercial Employment Land Acreage Requirements - 2000

County Commercial Employment 2000	County Commercial Employment 1975	County Commercial Employment Gain 1975-2000	Workers Per Acre	New Commercial Acres Needed in County 1975-2000	Choice Factor	Total New Commercial Acres Needed in County 1975-2000	% of County's New Commercial Acres Allocated to Twp. 1975-2000	New Commercial Acres Needed in Twp. 1975-2000	% of Twp.'s New Commercial Acres Allocated to 2000 Trans. Zone	New Commercial Acres Allocated to 2000 Trans. Zone
789	392	397	2.23	178	1.5	267			49.5	132

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88

Industrial Employment Land Acreage Requirements - 2000

County Industrial Employment 2000	County Industrial Employment 1975	County Industrial Employment Gain 1975-2000	Workers Per Acre	New Industrial Acres Needed in County 1975-2000	Choice Factor	Total New Industrial Acres Needed in County 1975-2000	% of County's New Industrial Acres Allocated to Twp. 1975-2000	New Industrial Acres Needed in Twp. 1975-2000	% of Twp.'s New Industrial Acres Allocated to 2000 Trans. Zone	New Industrial Acres Allocated to 2000 Trans. Zone
1315	667	648	10.6	61	5	305			60	183

-91
92

SHEET 8

TRANSPORTATION LAND ACREAGE REQUIREMENTS CALCULATIONS FOR Selma Planning Area

New Acreage Needed for Total New Twp. DU's 1975-	Sum of the Percentages of Vacancy Rate, Group Quarters and Other Related Uses	New Additional Acreage Needed for Vacancy Rate, Group Quarters and Other Related Uses 1975-	Total New Residential Acres Allocated to Twp. 1975-	% of Twp.'s Total New Residential Acres Allocated to Trans. Zone	New Residential Acres Used to Calculate Transportation Acreage for Trans. Zone
410	.215	88	498	34	169

New Commercial Acres Needed in County 1975-	% of County's New Commercial Acres Allocated to Twp. 1975-	New Commercial Acres Needed in Twp. 1975-	% of Twp.'s New Commercial Acres Allocated to Trans. Zone	New Commercial Acres Used to Calculate Trans. Zone
178		178	49.5	88

New Industrial Acres Needed in County 1975-	% of County's New Industrial Acres Allocated to Twp. 1975-	New Industrial Acres Needed in Twp. 1975-	% of Twp.'s New Industrial Acres Allocated to Trans. Zone	New Industrial Acres Used to Calculate Trans. Zone
61		61	60	37

Uses	Acres
Residential	169
Commercial	88
Industrial	37
	294

Summary of Land Acreage Requirements for Transition Zone for the Year 2000

Uses	Acres
Residential	308
Commercial	132
Industrial	183
Transportation	98
Grand Total Acres Required for Transition Zone	721
Assigned to existing outlying subdivisions	
Residential 308 x 8%	-25
Transportation 169 x 33 1/3% x 8% =	- 5
Vacant land to be placed in transition outside existing subdivisions	691.

A.
1975 Developed zone in 2000

1	2	3	4	5	6	7	8
1975 City Pop.	Pocket Pop. to be Added	Pocket Pop. to be Sub.	1975 Devel. Zone Pop.= (1+2-3)	1975-2000 Dev. Zone Pop. Change	Final 2000 Dev. Zone Pop.	1975 Dev. Zone Area (Sq. mile)	Densit of 2000 Dev. Zone (=6/7)
4500			4500	283	4783	1.7	2814

B.
1975-2000 Transition Zone:

1	2	3	4	5	6	7	8	9
1975-2000 Twp. Pop. Incr.	1975-2000 Twp. Repl. Hous. Pop.	% of Twp. New Hous. Pop. in 1975-2000 Trans. Zone	2000 Pop. in Trans. Zone New Hous. (1+2)X3)	Any Existing Pop. in this mostly Vacant part of Trans. Zone	Existing Pop. in Settled Part of Trans. Zone	Total 2000 Trans. Zone Pop. (=4+5+6)	1975-2000 Trans. Zone Area (sq. mi.) VAC EX	Dens of 1 20 Tr Zo (=7
3364	324	75	2667	0	109	2776	1.15	

C.
2000 Developed-Transition Zone:

1	2	3	4	5	6	7
Final 2000 Dev. Zone Pop. (A., ex. Col. 6)	Total 2000 Trans. Pop. (B., ex. Col. 7)	Combined 2000 Develop.-Trans. Zone Pop. (=1+2)	1975 Dev. Zone Area in sq. mi. (A., ex. Col. 7)	1975-2000 Trans. Zone area in sq. mi. (B., ex. Col. 8)	Combined 2000 Devel. Trans. Zone Area (=4+5)	Density o Combine 2000 Devel.-Tr Zone (=3/6)
4783	2776	7559	1.7	1.15	2.85	265

D.
2000 Rural area:

1	2	3	4	5	6	7
2000 Total Twp. Pop.	Combined 2000 Devel.-Trans. Zone Pop. (C., ex. Col. 3)	2000 Rural Area Pop. (=1-2)	Total Twp. Area in Sq. mi.	Combined 2000 Devel.-Trans. Zone Area (C., ex. Col. 6)	2000 Rural Area in Sq. mi. (= 4-5)	Density of 2000 Rural Area (=3/6)
8769	7559	1210	10.8	2.85	7.95	152

2000 Density Summary Chart

	1975 Developed Zone in 2000	1975-2000 Transition Zone	2000 Developed - Transition Zone	2000 Rural Area
Population	4783	2776	7559	1210
Land Area (sq. mi.)	1.7	1.15	2.85	7.95
Density (Pop./sq. mi.)	2814	2400	2652	152

Appendix IV
Principles and Standards

A. Location, Principles and Requirements

Industrial firms have perhaps the most precise needs in terms of location, and for this reason prime industrial land is at a premium and should be preserved for this use. The following site selection criteria usually apply:

- Sites should be located on land with a slope of preferably not more than five percent; few manufacturers are interested in sites requiring extensive, costly grading and similar site preparation activities.

- Sites should be easily accessible for plant workers. Location near interconnecting major highways is imperative. This provides access for employees as well as transportation facilities for trucking. Certain types of industries require locations that have railroad, waterways, or airports, and sometimes combinations of these three.

- Adequate utilities are needed, including water, sewer, and power.

- Land area should incorporate adequate off-street parking and sufficient allowance for future plant expansions. This requirement generally necessitates that sites be at least 50 acres in size at a minimum.

- Landscaping and buffer zones should be provided naturally (or by development) to separate industrial activity from other uses which might find routine operations, noise, traffic and other aspects of normal manufacturing objectionable.

- Prevailing wind direction should be considered so that dissipation of smoke and odors can be accomplished with as little inconvenience as possible. Since prevailing winds are from the southwest, plant sites should ideally be located on the north or east sides of the town. However, "clean" plants could be to the south or west.

- Characteristics of the soil should be known. There should be no underlying rock which would be expensive to excavate, and the soil should be sufficiently compact for at least normal load-bearing characteristics.

- Prospective industrial sites should be protected from encroachment by other uses by zoning. Premature intrusion of residential subdivisions can ruin an area's desirability for manufacturing use.

Trade and service development within the Central Business District should generally adhere to the following principles:

1. It should have adequate ingress and egress for traffic. A loop street around the CBD should be provided to relieve vehicular congestion.

2. Provision should be made for off-street parking and off-street loading.

3. Provide adequate land for pedestrian ways and utilize green areas as a means of a buffering zone for adjoining incompatible land uses. This can also act as a means of beautifying the CBD.

4. Rear store areas should be improved by landscaping, and paved parking areas should have access to the loop street system.

New shopping centers of all sizes should generally adhere to the following criteria:

1. The site should be of sufficient land area to serve the particular type of center involved.

2. Access should be readily available by means of major thoroughfares.

3. Buildings should be grouped so as to operate as one functional unit. Free-standing commercial structures are not desirable.

4. On-site parking should be provided and entrances and exits should be constructed so as not to cause traffic congestion. Marked parking spaces should be provided within easy walking distances of the stores.

5. Truck traffic and loading facilities should be separated from customer traffic.

6. Foot traffic should be separated from vehicular traffic. Protection from the elements should be afforded customers while shopping, either by use of an enclosed, air-conditioned mall or a canopy system.

7. Landscaping should be provided and proper buffer zones established so that surrounding land uses are not jeopardized.

Residential

A technique for unifying neighborhoods which has long been urged by planners and architects, is the so called "neighborhood unit concept," which provides for the development of residential areas with an elementary school and neighborhood park at the center.

Community churches and a clustered neighborhood commercial center are generally situated on the periphery, where they may service abutting neighborhoods. The neighborhood is bounded by traffic-carrying streets, but internal design intentionally discourages through traffic in the neighborhood by the use of culs-de-sac and curvilinear design which compliments the topography and reduces speeds. More specifically, residential areas should be established in accordance with the following criteria:

1. Topography should have enough contour to give the land character and yet provide good drainage. However, terrain should not be so rugged that excessive costs are incurred when utilities and roads are installed.

2. Residential areas should have easy accessibility to employment, shopping, and cultural activities.

3. Protection should be afforded to the area from traffic and other incompatible land uses.

4. Where a community has a limited amount of level land available, it should not be permitted for residential use to the detriment of other land uses that require level land.

5. Residential development should be compact, and municipal policies should encourage the prior use of land in (and immediately adjacent to) the town in the interest of public economy, rather than the development of distant "leap frog" subdivisions.

6. Interior street design should discourage through traffic.

7. Recreational facilities should be included as an integral part of neighborhoods, designed and constructed simultaneously, in conjunction with a neighborhood school where possible.

8. Multi-family housing areas should be located near major traffic arteries and recreational facilities, and not situated so that the traffic which it generates must traverse single-family neighborhoods.

B. Density Standards

In accordance with the proposed North Carolina Land Classification System, the following standards were used in allocating transition land and ultimately that which was scheduled for development by 1985 and 2000:

. Developed - Land supporting a minimum gross population density of 2000 people per square mile.

. Transition - Land which by 1985 and 2000 is expected to have a minimum gross population of 1920 people per square mile.

- Community - Land expected to have a gross population density of 640 people per square mile or one person per acre by 1985 and 2000.

- Conservation - no standard.

- Rural - no standard.

Appendix V
Environmental Assessment For
Selma Land Development Plan

1. Summary of Proposed Policies: The Land Use Survey and Development Plan for Selma discusses and proposes suitable locations for new residential, commercial, and industrial development, plus the intensities and timing of that development. There are also proposed policies and suggested implementation mechanisms, as well as additional suggestions stressing the coordination of these policies with other community related activities.

2. Environmental Impact

   Beneficial: More orderly and phased use of land is being encouraged. Possible environmental problems are recognized and their impact should be taken into account as growth occurs.

   Adverse: Most development automatically impacts adversely with environmental contraints. Factors such as increased water run-off, the conversion of land in its natural state to that of an urban character, and indeed some of the decisions to offset these effects in themselves create adverse conditions. But by consideration of these factors and the intent to steer development into more suitable and less sparse areas, these impacts can be leasened.

3. Any Adverse Environmental Effects Which Cannot Be Avoided Should The Proposed Plan Be Implemented: Some adverse effects noted in 2 above will occur. Recognition of these and other impacts can lead to remedies designed to minimize these effects though.

4. Alternatives: The alternatives to the proposed policies would be (1) not to have policies to encourage development in an orderly manner with consideration for the environment (i.e., an alternative having negative environmental effects); or (2) to encourage development of other types in other locations, at different intensities, or in different sequences. But in light of present development patterns, soil conditions, drainage network, "201" plans, etc. such a decision would do more damage than the planned orderly progression. The impact of the first alternative would tend to encourage urban sprawl and create environmental conditions that planning could have mitigated at worst or eliminated at best.

5. Short-Term Use vs. the Maintenance of Long-Term Productivity: The over-riding concept behind these policies is long-term but phased into two shorter termed intervals. By combining present land uses with local decisions about how nearby land can be used most productively, the trade-off dilemma has become manageable.

6. Any Irreversible and Irretrievable Commitment of Resources: Development will lead to an irretrievable commitment of energy, land, and building materials. But with the time and efforts of government officials and citizen groups, the commitment of resources can be minimized so as to produce development harmonious with environmental constraints.

7. Applicable Federal, State, or Local Environmental Controls:
   Smithfield-Selma 201 Facilities Plan
   Areawide Water Quality Management Planning
   National Historic Preservation Act of 1966
   National Environmental Policy Act of 1969
   Community Development Act of 1974: Environmental Review Procedures for the CDBG Program
   North Carolina Environmental Policy Act
   North Carolina Sedimentation Control Act
   Johnston County Health Department Regulations

8. No Proposed Deviations From Hud Environmental Policies Are Expected.

Appendix VI
Historic Preservation Assessment for
Selma Land Development Plan

1. Summary of Proposed Policies: The Land Use Survey and Development Plan for Selma discusses and proposes suitable locations for new residential, commercial, and industrial development, plus the intensities and timing of development. There are also proposed policies and suggested implementation mechanisms, as well as additional suggestions stressing the coordination of these policies with other community related activities.

2. Historical Impact:

   Beneficial: Mention is made of the partial inventory of historic properties in town. Their recognized importance is stressed and the desirability of preserving and/or renovating them--under the auspices of the Selma Historic Properties Commission and the Division of Archives and History--is acknowledged.

   Adverse: No activities or policies are proposed which would have a direct impact on historic properties. Mention should be made here though of the fact that only a partial inventory of historic properties has been undertaken and while no properties have been placed on the National Register, the possibility that some could be in the future should be recognized. In addition, no known archeological sites have been identified around Selma but before any major land disturbing activities take place, an archeological examination should be undertaken.

3. Any Adverse Historical Effects Which Cannot Be Avoided Should the Proposed Plan Be Implemented: None directly but the possible eventualities of future designations should be kept in mind as events occur.

4. Alternatives to the Proposed Policies: One alternative would be to deny the value of new historic designations and allow destruction of old buildings with no thought as to their significance.

5. Impact of Proposed Plans and Policies on the Long-Term Maintenance of National Register Properties: At present, no properties are listed on the National Register. While no major land disturbing activities that will destroy old buildings or residences are scheduled for the foreseeable future, this could quite possibly change later. Working in conjunction with the Historic Properties Commission, efforts should be made to have a complete study made by Archives and History so that preservation efforts can be coordinated with the town's planning efforts.

6. Applicable Federal, State, or Local Historical Controls: National Historic Preservation Act of 1966; The Archeological and Historic Preservation Act of 1974; Community Development Act of 1974;

Procedures for the Protection of Historic and Cultural Properties (36CFR800)
Protection of Properties in the National Register (G. S. 121-12[a])
State Environmental Policy Act

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